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DECEMBER 1954 25c

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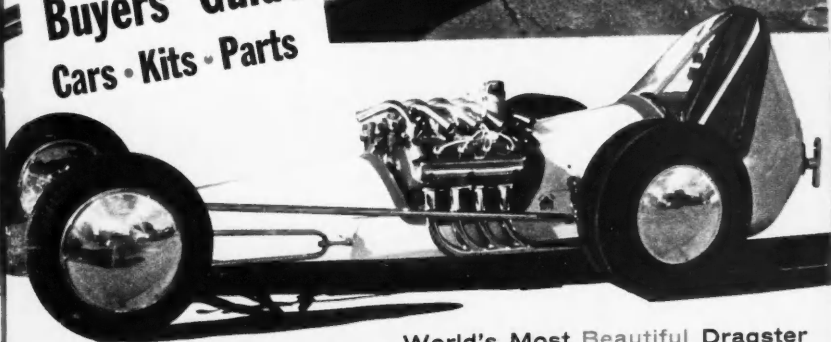
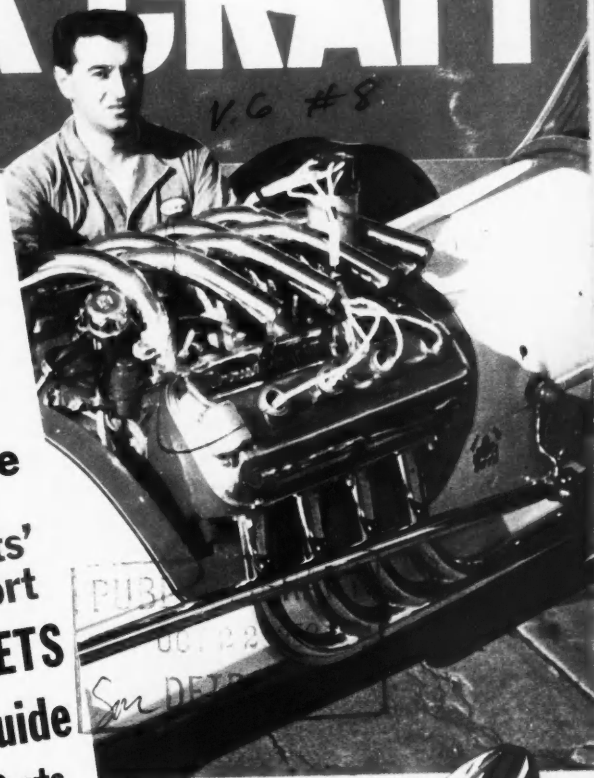
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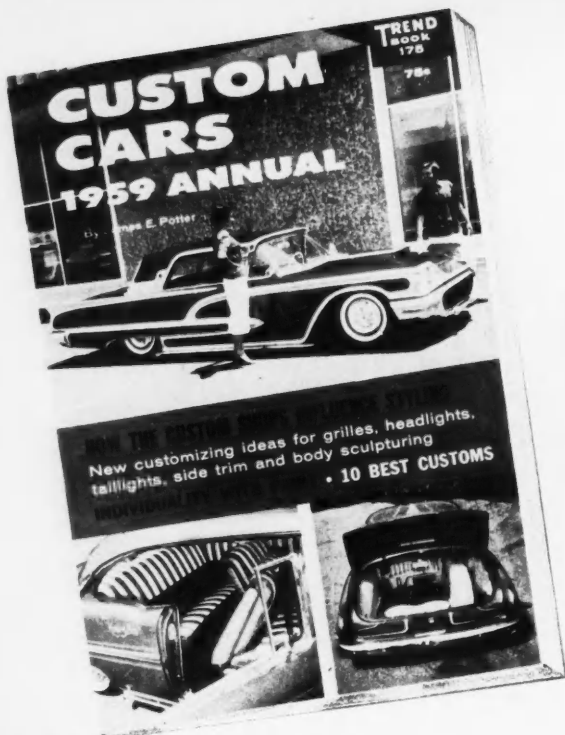
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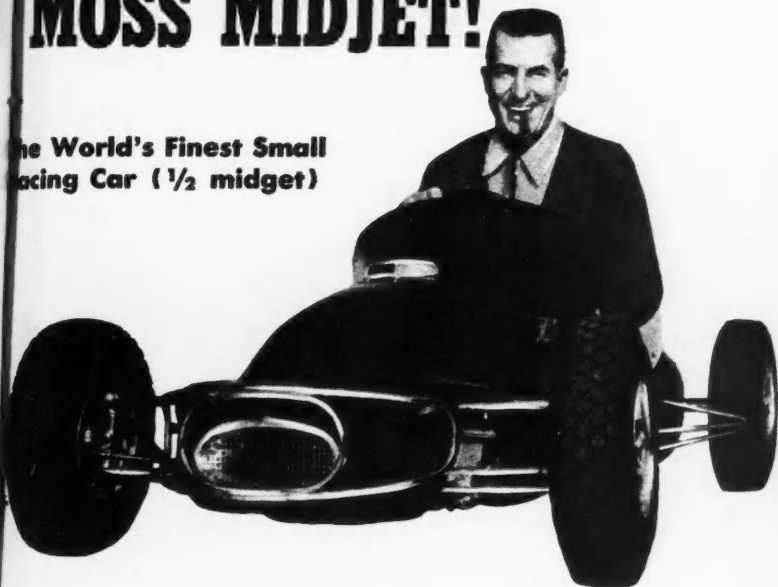
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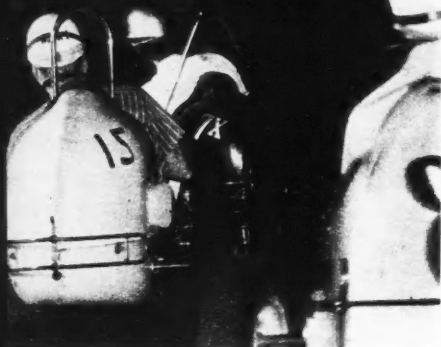
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Cover

This month's cover shows two shots of Romeo Palamides' beautiful slingshot-type dragster. Big 392 cubic inch Chrysler engine pushes car through the quarter mile around the 160 MPH mark. In addition to being extremely rapid, it also took 9 foot trophy at the '58 Oakland Roadster show.
— Anscochromes by George Barris

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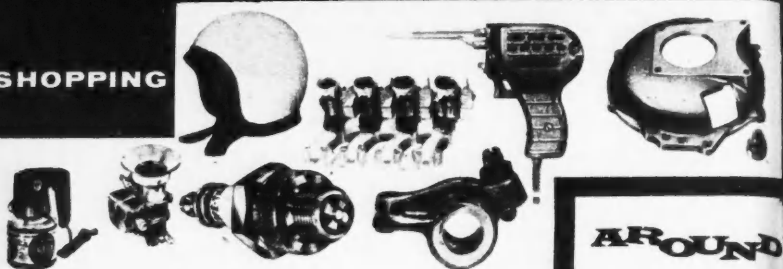
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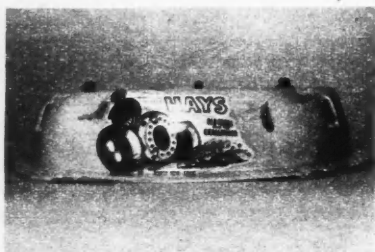
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AROUND



"CHALLENGER" CLUTCH

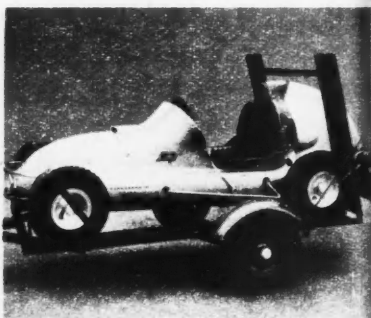
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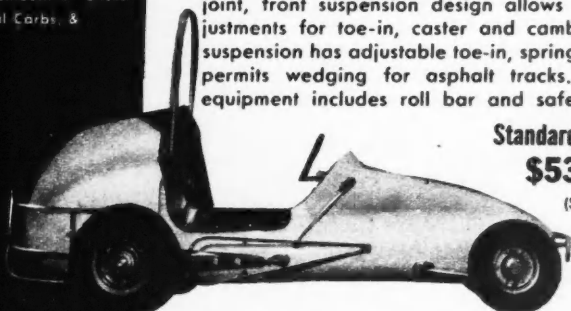
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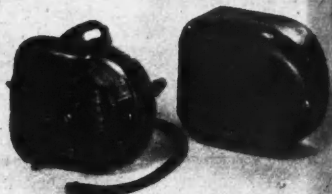


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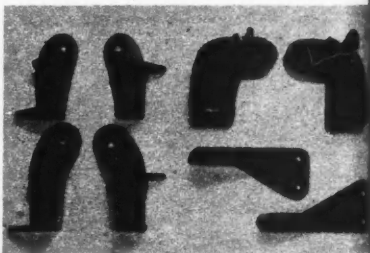
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SHOPPING AROUND



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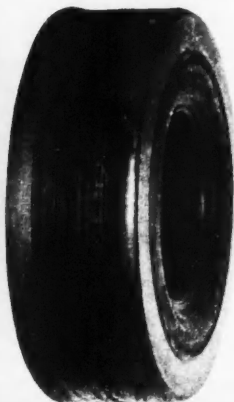
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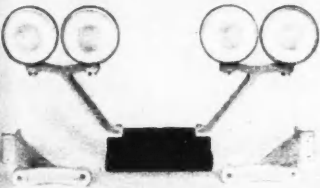
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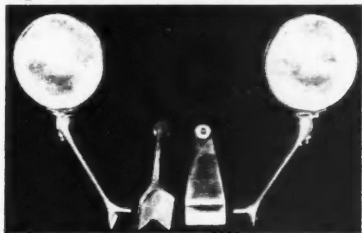
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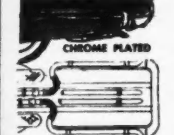


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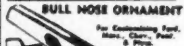
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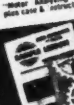
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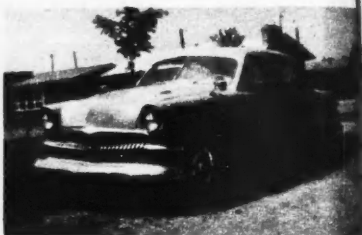
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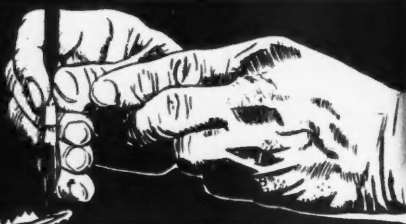


It has the hood and trunk shaved, french headlights, a custom grille and '51 Ford hood and shell. It is lowered two inches in the back and the doors work on solenoids. It has ming pin striping and is painted baby blue. Jerry Manley customized it, but I hope to do a little more.

— Jerry Henry
Columbus, Ind.

CONTINUE

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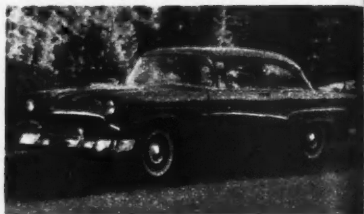
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CONTINUED

OKINAWAN TRANSPLANT

Dear Sir:

Enclosed are four pictures of my '55 Chevy 210 two door sedan. The taillights are '56 Buick and the side chrome is '55 Dodge Lancer. The gas tank opens in the trunk, the rear wheel openings have been enlarged and the hood and deck have been shaved. The interior is blue and white, rolled and padded with foam rubber. All window frames have been chrome plated.



The car was planned by J. Pajerski, J. Johnson and myself while stationed in Okinawa. The body work was done by the Car Clinic and interior by the Juji Upholstering Shop both on Okinawa.

I hope you find my car worth mentioning in your magazine.

— Arthur Kizer
Tooele, Utah

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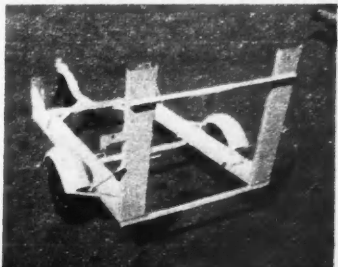
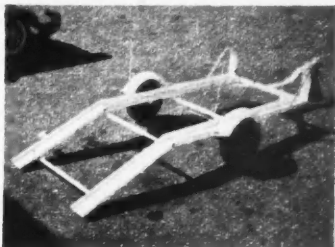
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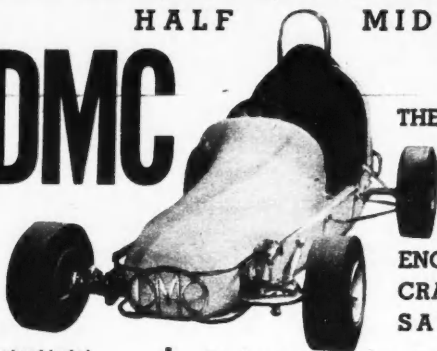
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LITTLE TANK

Dear Sir:

Enclosed are some photographs of my '46 Ford 2-door sedan. Here is what has been done to my LITTLE TANK. '56 Cadillac headlights, '49 Hudson grille bars (which have been frenched into the fenders), seams and holes in the front end have been filled, hood and deck have been filled. The upper grille bar has been filled in, air scoops in rear fenders. '57 Plymouth taillights have been frenched in, and set upside down at an angle.



It has an all white interior with red buttons one piece headliner which is held up with buttons. Kickpanels, and boot are Naugahyde.

The engine is a 3/4 race '48 Merc. 3/4 in. cam, 2 Stromberg 97 carbs on an Edelbrock super manifold, Harman-Collins magneto.



All of the body work was done by Norm Kay, he sprayed it with nine coats of Fire Lime Opal lacquer. Jerry Welch, and myself did the interior. I put the scallops, which are gold with silver tips, on myself.

—Sam Mannos
Salt Lake City, Utah

Your Ford is one of the nicer '46 models we have seen, Sam.—Ed.

Rice, Dodd & Hartell Dragster

The most consistent performing team in drag racing uses a HAYS clutch exclusively.

Driver Cal Rice reports 2 years continuous use on only one Hays Challenger assembly without replacement.

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Amazing suspension system—designed by men with Indianapolis car experience—make this the best handling car on the track!

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the GRAND PRIX ¼ midget

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DECEMBER, 1958

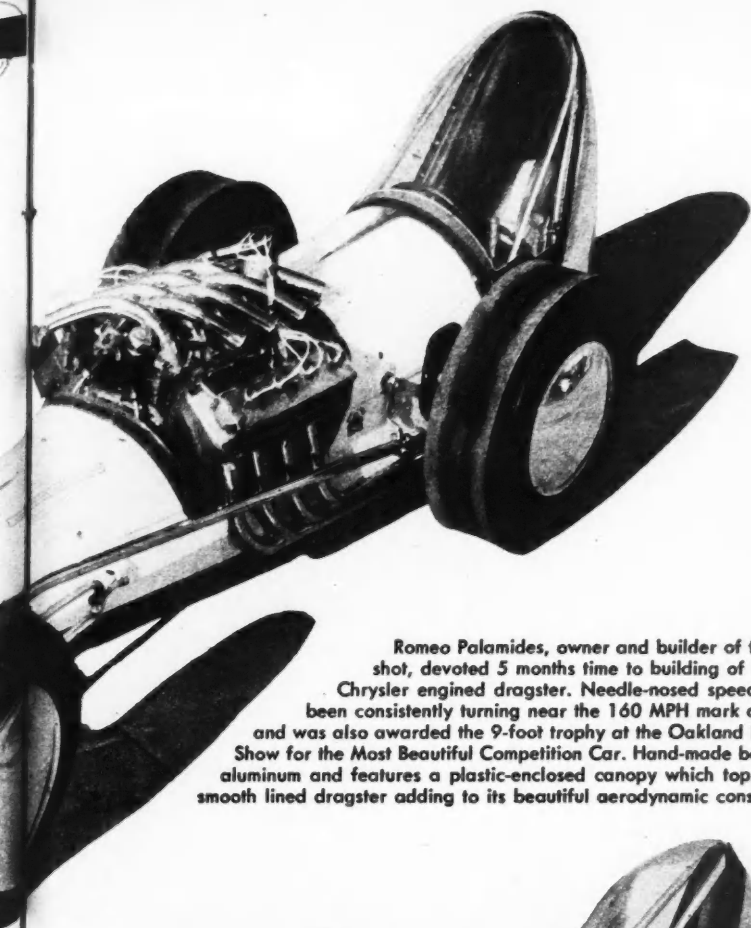
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*world's most
beautiful*

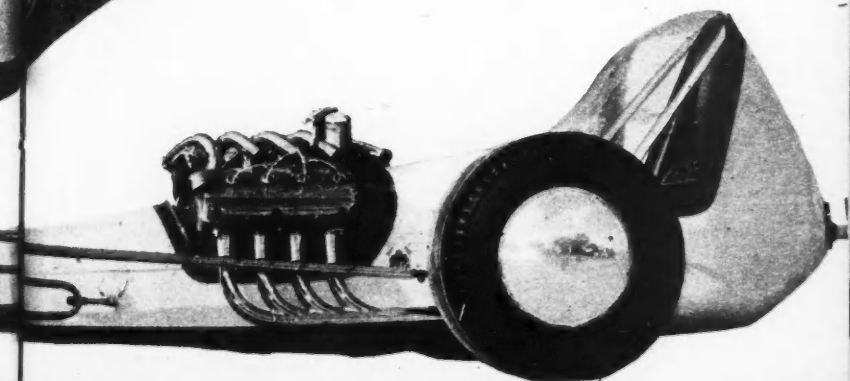
SLINGSHOT



Photos by George Barris



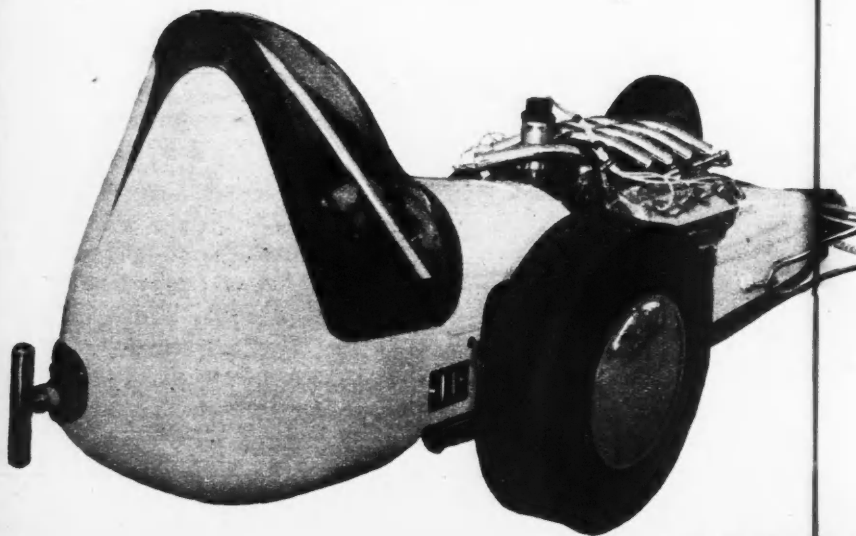
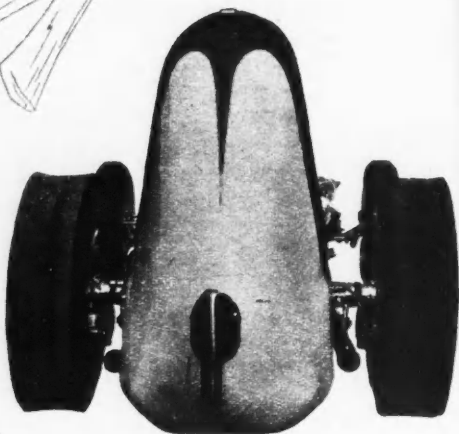
Romeo Palamides, owner and builder of fast sling shot, devoted 5 months time to building of his burly Chrysler engined dragster. Needle-nosed speedster has been consistently turning near the 160 MPH mark at drags, and was also awarded the 9-foot trophy at the Oakland Roadster Show for the Most Beautiful Competition Car. Hand-made body is of aluminum and features a plastic-enclosed canopy which tops off the smooth lined dragster adding to its beautiful aerodynamic construction.

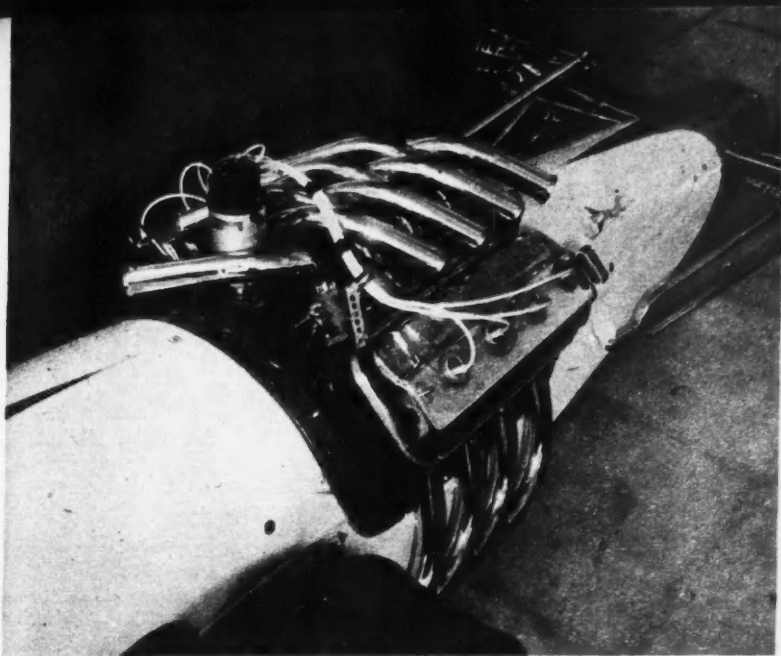


SLINGSHOT

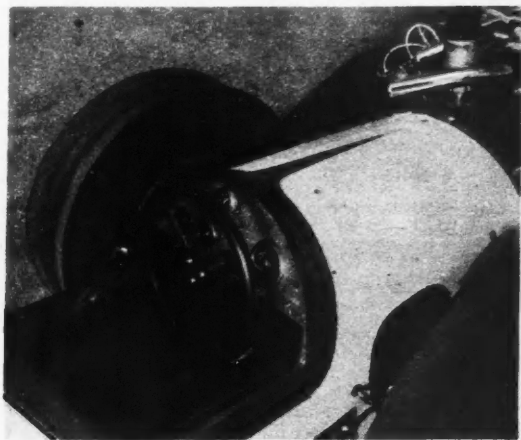
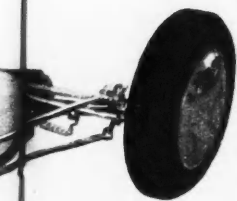


Space tube-style frame construction is the foundation for streamlined body. Rear-end is bolted to frame; a quick-change center section is used with 3.78 gears. Front suspension is leaf spring with Ford tube axle. Slick tires and smaller front rubber are mounted on Palamides wheels. Body tapers from 58-inch front tread to a 48-inch rear tread.





'58 Chrysler with 392 cubic inches uses Forge-true pistons, Hilborn injectors, Scintilla ignition, tube push rods, stock rocker arms, 10:1 compression ratio and no transmission.

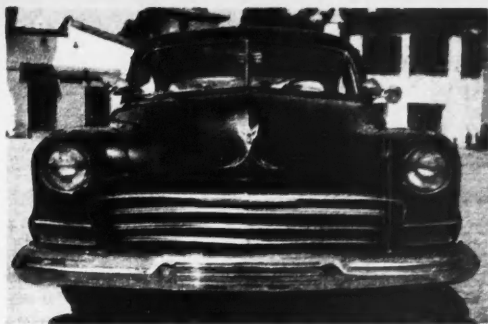


Cockpit reveals working end of Franklin steering gear. Driver sits behind rear-end, to concentrate weight on wheels, in detailed interior. Triple-spot brakes serve as car's binders.

Chrysler and GM components
are blended to give Ed Lopez's Merc a—

CHANGE OF PACE





Chrysler grille and parking lights of year 1956 adorn the front end of San Diego's Eddie Lopez's '51 Mercury. J. C. Toigo's Auto Body is responsible for fine custom.

'55 Chrysler taillights are perched on top of rear part of fenders. Side trim is a combination of '56 Buick and '57 Chevy pieces which separate Titian Red/gold hand-rubbed lacquer paint job. Doors are opened electrically.

Rear wheel openings are covered by skirts which are of the flared variety and have chrome screen inserts of the popular expanded metal. Hidden by skirts, but seen on front wheels are '57 Olds discs with 3 extra fins added.

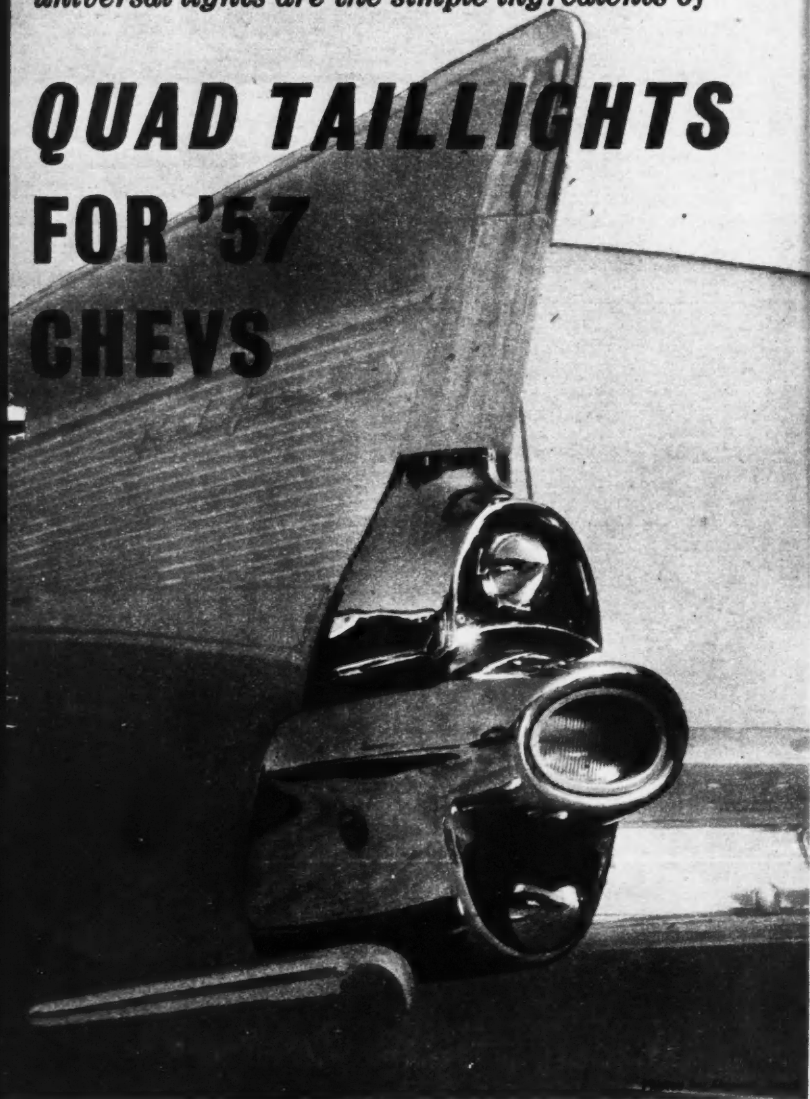
Interior was completely rejuvenated with the addition of pleated, rolled Naugahyde upholstery carried out in a diamond-shaped theme. The interior garnishings were spray painted gold to match exterior color combination.

Photos by Bob Hoffman



*Miniature "bullets," stock lenses, and
universal lights are the simple ingredients of*

QUAD TAILLIGHTS FOR '57 CHEVS



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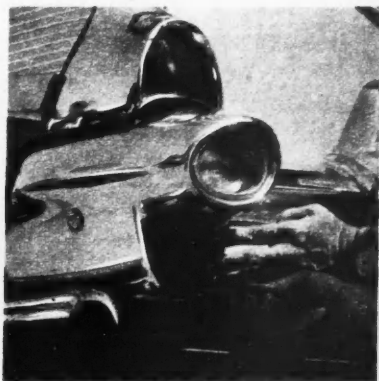
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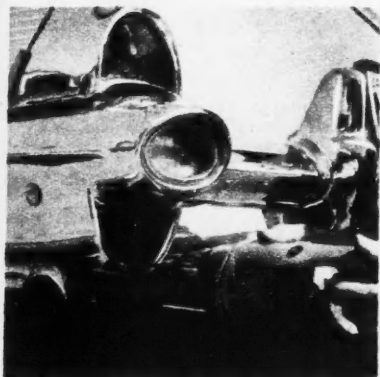
ON MANY CUSTOM cars, it's the little goodies which single them out from the mass. This month we bring to you one of these small details on a '57 Chev that has proved to be an eye-catcher. The 1957 Chevrolet taillight section offers an ideal spot to install quad taillights. An easy restyling job, the only items needed to perform this rear blinker switch are an extra set of '57 lenses, accessory light bucket or housing, and tools. If you wish you can leave the finished installation as it is, or you can go one step further and add small chromed bullets to the lights, lending more of a custom atmosphere. Another twist would be to color chrome the spinners to match the car's exterior color scheme. This custom feature can be used equally well on a semi-custom car or on a full-custom. However, no matter what style car you have, the change-over to quad taillights on the 1957 Chevy is an inexpensive and novel restyling trick. If it appeals to you, you can pick up the lenses at your local Chevrolet dealer, while the light bucket and chromed spinners can be procured at California Custom Accessories or any leading automobile accessory store.



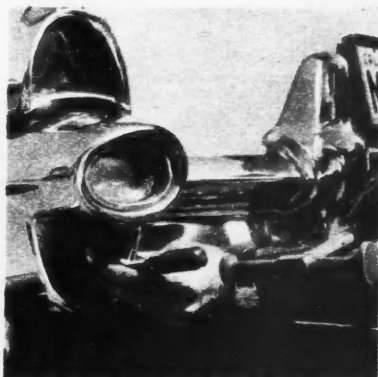
1. First, new lenses from '57 Chevrolet are held in position to check for proper fit.



2. With the lens held in position, mark the spot to be drilled out for mounting screws.



3. Drill out holes for attachment screws, using an electric drill and proper size bit.

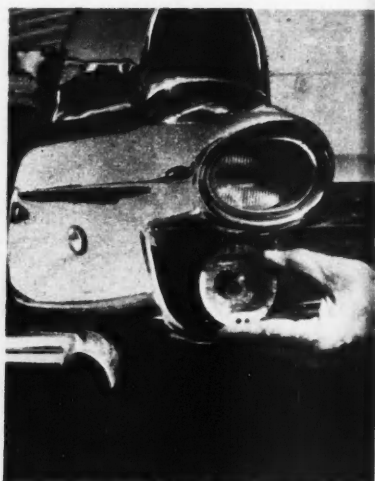


4. Mark and center punch section which is to be cut out to accommodate light bucket.

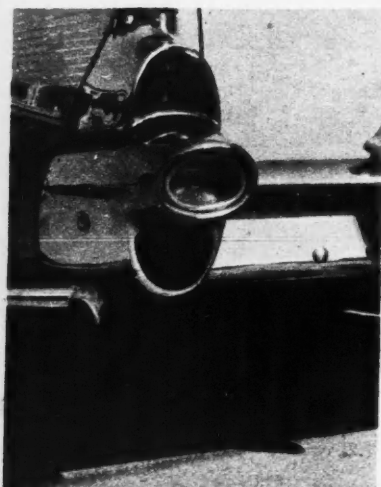
QUAD TAILLIGHTS F



5. Using center punch mark as a guide, holesaw attachment is used to cut section.



6. New taillight housing is now mounted on inside of opening and wiring connected. 9. for



7. Taillight lens may now be installed or bullets added by following next steps.



8. If you are adding the "bullets," determine center of lens and mark it for guide.

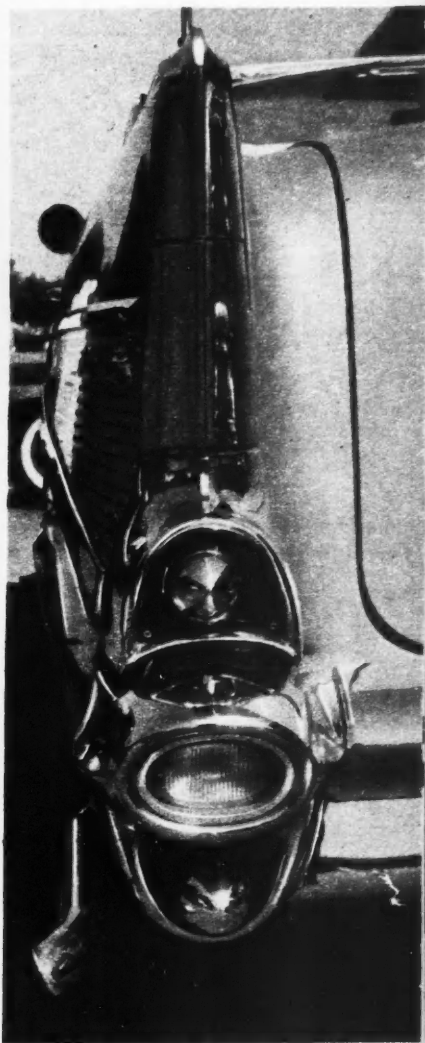
S FOR '57 CHEVS



9. Remove lens from taillight, drill hole for attachment of chrome "bullet" to lens.



10. After drilling hole, mount the "bullet" solidly to the lens with a metal screw.



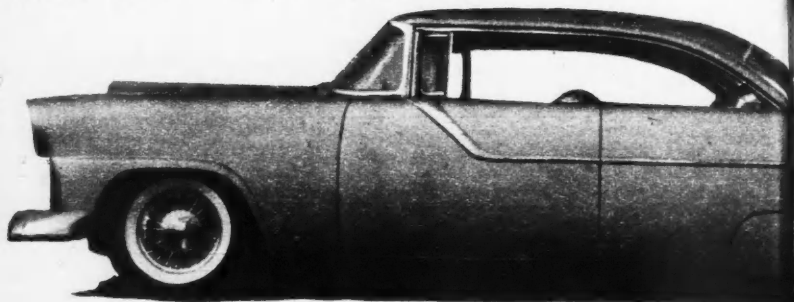
11. Here is the finished appearance. Taillight takes on a distinctive, custom look.

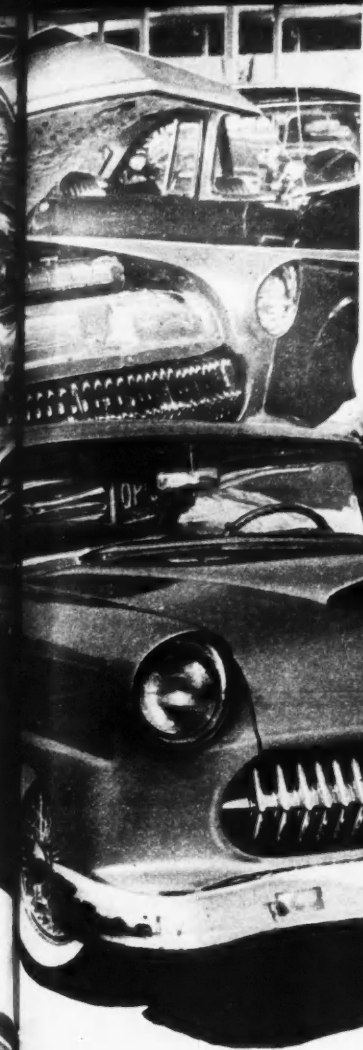


*"Universal" approach to
restyling is well displayed
on Carl and Sam Lombardo's*

FORD

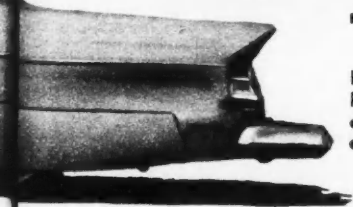
FANTASY





Carl and Sam Lombardo lean gently on trophy-winning Eldorado green masterpiece. Requiring 13 months time, their beauty was built by Bushston Custom's, Cleveland. Moulded to body, grille shell houses '54 Chevy center bar with 29 teeth mounted vertically.

Photos by Dick Day



Blending smoothly with '56 Ford's body line is the '55 Pontiac side trim which was shortened to fit. Handles on door were removed, holes filled, and now operated electrically; windows, aerial, and trunk also electric.

CONTINUED

FORD FANTASY



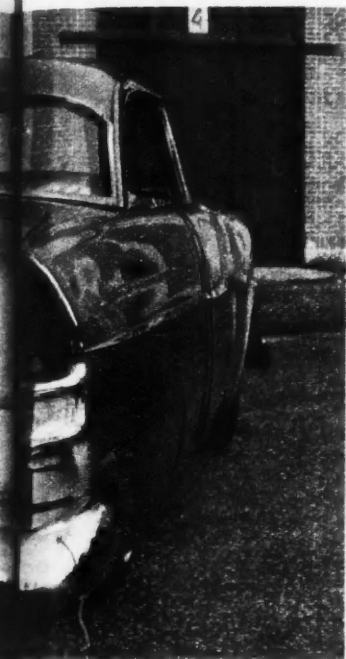
Continental kit was hand-made and centered between rear bumpers from '55 Pontiac. Taillights are '55 Packard, fenders had to be extended 4-in. at top and cut 2-in. at bottom to accommodate the lights. Car is lowered 4-inches forward and 5-inches aft.

Frenched and tunneled headlights consist of one-half of a '55 Olds ring, moulded-in. The hood has a large scoop which was taken from '54 Merc. The stock '56 Ford bumper is split, holes are filled, and '51 Ford parking lights installed; license separates bumper.

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green

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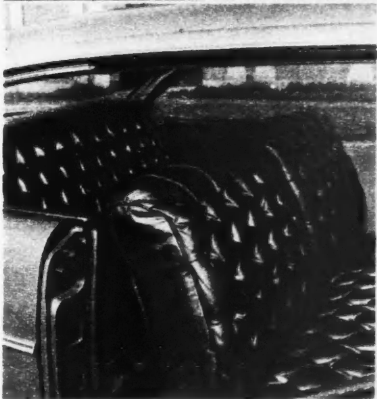
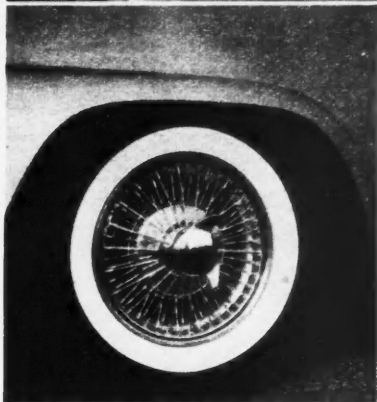
Plush
Shop,
metal
green



The Lombardo bros. didn't overlook trunk; white Naugahyde with green buttons, dark green rugs beautify rear compartment.

Adding greatly to overall appearance of custom are Dayton Knock-off wire wheels and whitewalls. Chrome wheels fit perfectly with clean and crisp lines of eastern car.

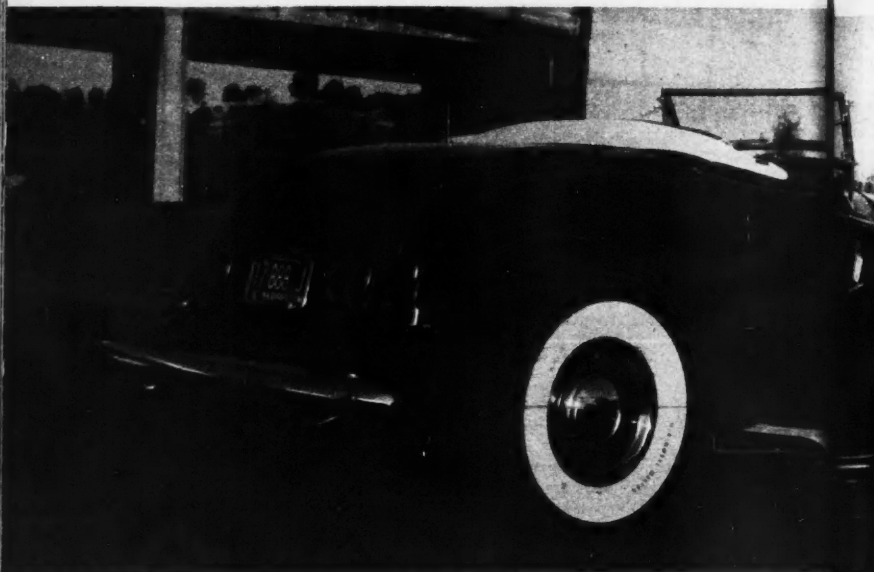
Plush interior is work of Jampen Upholstery Shop, Cleveland. Color scheme is gun-metal gray and metallic green, with darker green rugs; genuine leather is the material.

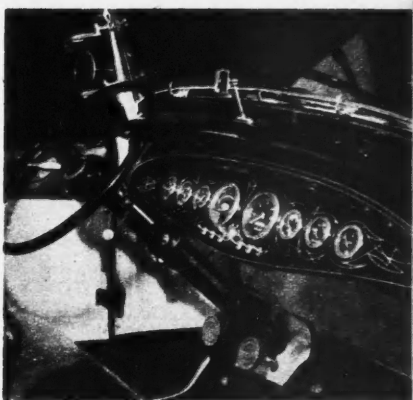
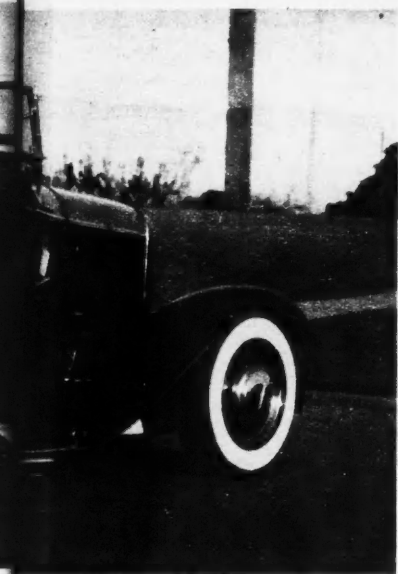
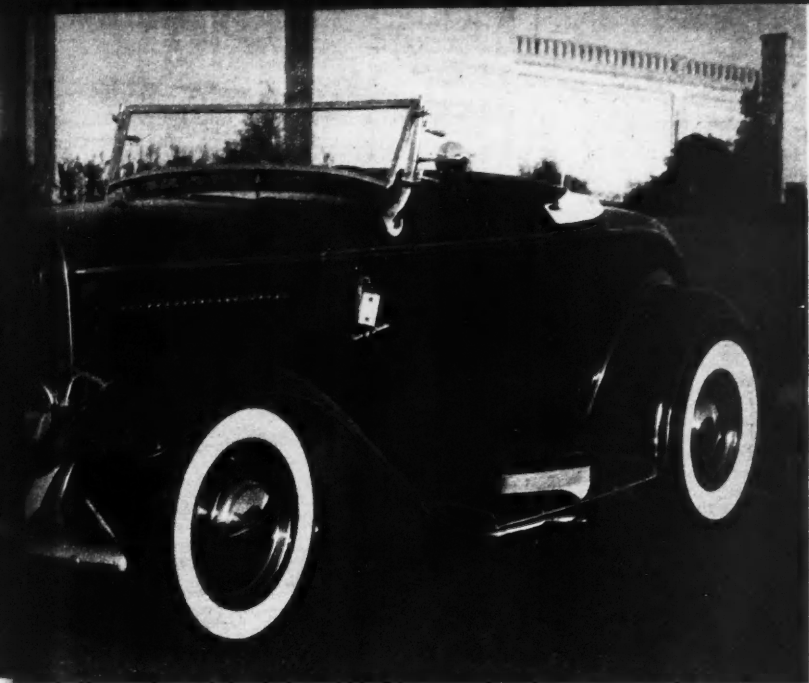


POWER PACKED DEUCE

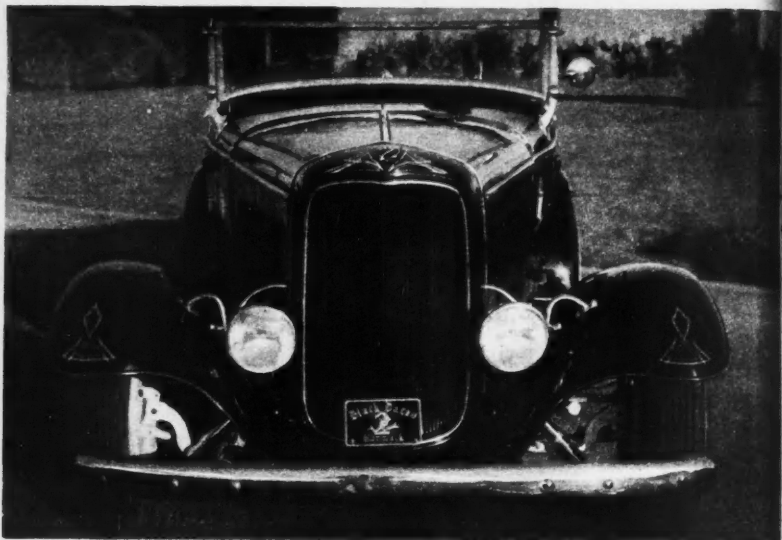
Jet black '32 roadster was built and is owned by Geno Ames of Tacoma, Wash. Droopy headlights pirated from MG, mounted on special frames. Windshield frame chopped total of 4-in., lowering height.

Bumpers are '40 Ford, while taillights are early Ford teardrops. Rear wheels were reversed and mounted on 8.20 tires, 5.90's being run on front. Covered running boards have diamond-shape stitched on.



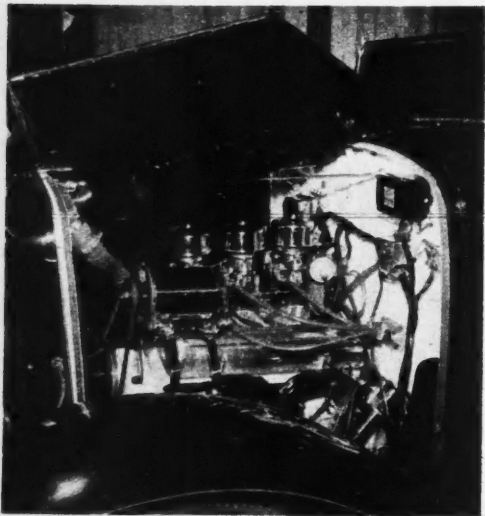


Driver is confronted with an array of S-W gauges mounted in dash board. Interior of open air cruiser is fully upholstered in a two-tone scheme of black and white pleated, rolled Naugahyde. Rod has matching rug.



Dropped axle lowers front end 2 1/2-inches, rear has 3 1/2-inch kicked frame. Monroe shock absorbers help stabilize stock front end. Parantozzi's shop helped in some of chassis work.

POWER PACKED DEUCE



'56 Chevy with 283 cubes has been bored to 3 7/8" while stroke was left stock. Engel cam, stock Corvette push rods, rocker arms, '57 "270" heads with 9.5:1 c.r. are run. Ports were enlarged 1/8" and polished; Edelbrock 3-pot manifold with Stromberg 97's, Spaulding ignition used.

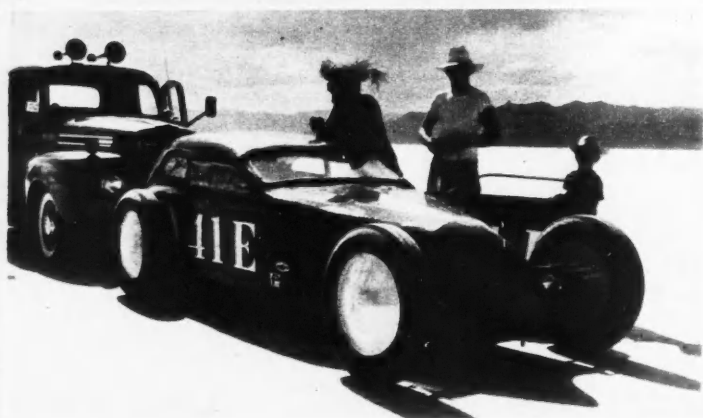
Photos by Bud Long



special competition section

BONNEVILLE SPEED TRIALS

BONNEVILLE



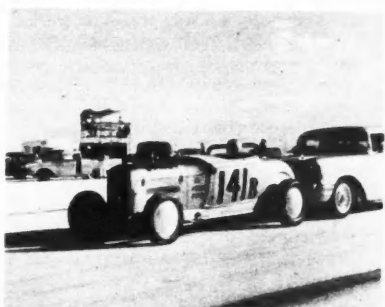
Text and Photos by Bob Pondorgast

1958's BONNEVILLE National Speed Trials had much more to make them memorable than the mere fact that this was the tenth anniversary of the hot rodder's first meet on the fabulous salt beds of Utah. More important, this was the year of the big breakthrough — the smashing of the "psychological barrier" that heretofore existed at the 200 mph point in hot rod competition. Out of 108 cars that actually showed up at the meet and were timed, 17 exceeded the magic 200 mph figure. That's an average of roughly 1 car out of every 6 in competition!

This would indeed be a noteworthy achievement even if the cars hitting the double century mark had all been of the streamliner type — but even more impressive is the fact they weren't. Besides the streamliners, 5 lakesters, 1 competition coupe, 1 coupe, modified roadsters and even 1 stock-bodied roadster succeeded in breaking the 200 barrier. Out of this melee of modified production machinery emerged one particular performance that may be some sort of an unofficial record in itself — we're referring to the 244 mph run by the Brissette Brothers and Eichenhoffer. Their "E" Lakester turned the fastest speed yet attained by an open-wheel car in the history of the Bonneville Nationals, powered by a blown Chrysler engine.

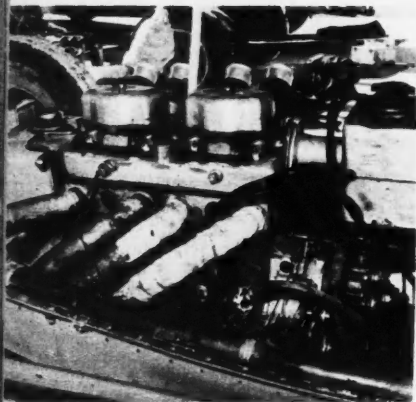
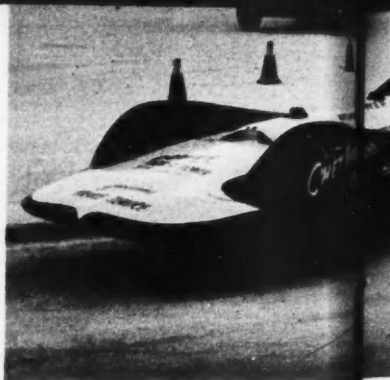
And that's another story — the sudden emergence of supercharging upon the hot rod scene after this proven power-producer had lain dormant for a quarter century. But the list of record breakers tells that story well, and the accompanying photos give the frantic feel of this year's Bonneville bash even better yet. Enough said — let's look at the action.

ABOVE • Expanse of salt must be seen to be appreciated — hazy rise in distance is over 13 mi. away! — LEFT • Callaway-Worobieff Crosley used blown 331" Chrysler to break 200; set new "E" Competition Coupe record at 201.580 average. RIGHT • Perry Bros. are one of best known (and liked) teams in straightaway racing; maintained family tradition by topping "B" Roadster field for third straight year. Dodge V8 powered their entry to best one-way speed, 161.87 mph.



BONNEVILLE

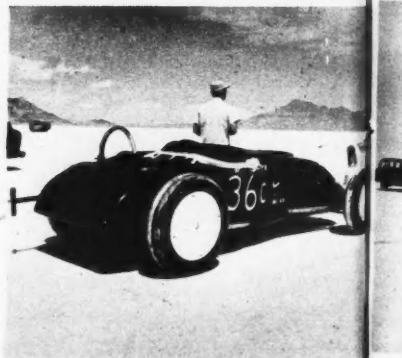
RIGHT • Contrast in methods of breaking 200 barrier couldn't be greater than that shown between the Chet Herbert 272 mph, 3-Chev engined streamliner, and 209 mph '32 roadster alongside. Entered by Waters, Sughrue, Edwards and Smith, Deuce used GMC-blown DeSoto to set "D" Class record.

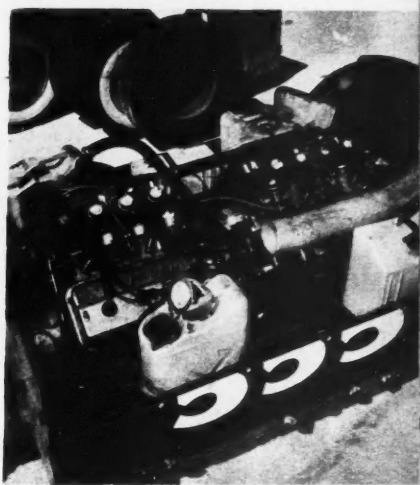
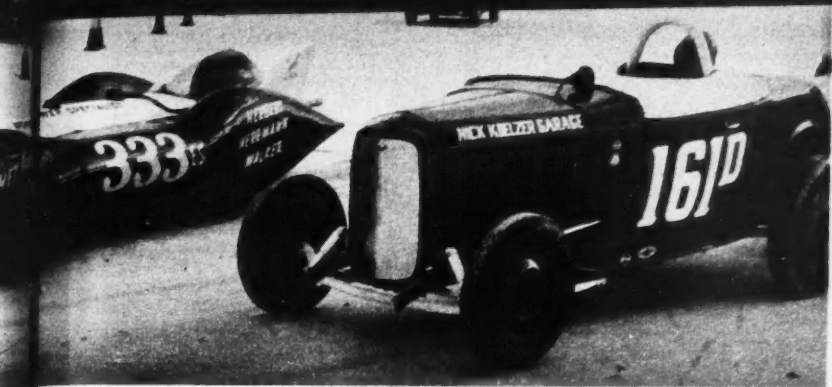


ABOVE • 4-barrels seem to hang on to their place at Bonneville better than elsewhere—"A" Lakester record, set by Baldwin, Sommerfeld & Williams Riley with homemade injector made a two-way ave. of 162.868.



Cobbs-Freudiger Spl. was one of most unusual "C" Modified Roadsters in maintaining conventional front engine, rear driver locations. Blown, de-stroked Chev V8 accounted for new record average of 214.959 mph, so car's differences can't be very detrimental. Same engine won "C" Comp. Cpe., in '57.





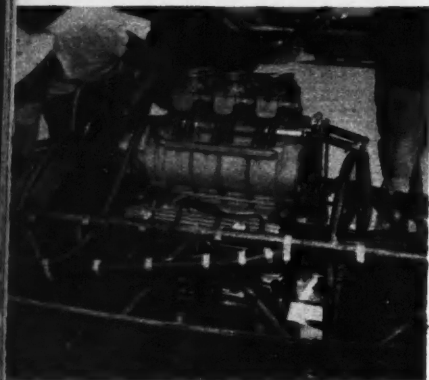
ABOVE • Thompson & Voigt "E" Streamliner was driven by Mickey Thompson to all-time record for American cars — 266.866 two-way, 294.117 one-way. Twin Chry. engines (right) total 850 cu. in.; aren't connected by anything but throttle linkage as car is 4-wheel drive. Jeep cans hold cooling water.



LEFT • After three years of trying, Lou Bingham copped "C" Gas Roadster record with time of 150.676 from his 303" Olds powered '32. Best one-way speed turned by this car was 151.26, showing consistent tuning.



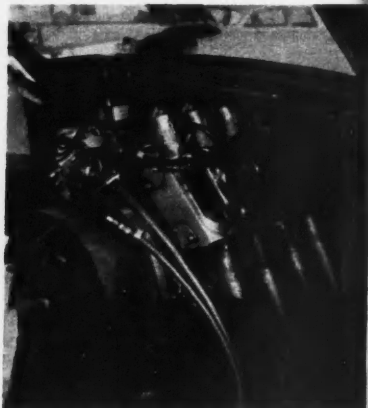
BONNEVILLE



After years of harassing the overheads at speeds above 200 using a blown flathead, Tom Beatty finally forsook underhead valve fraternity and showed up this year with a 303" Olds. Running a 6-71 GMC blower adapted with kit of his manufacture, (left) he set new "D" Lakester record of 232.987 after qualifying second fastest in this class at 236.51. Space-frame type construction, independent swing-axle rear-end has given the chassis of Tom's car the reputation of being one of the safest cars at the salt.

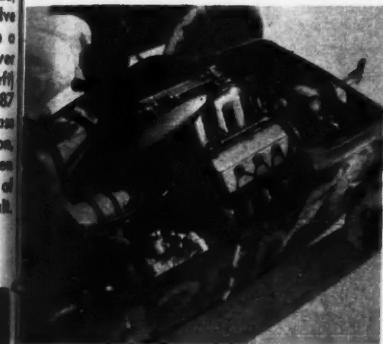


Roadsters were out in force this year, with roughly 1 car out of 4 being of this type. Entry above is Valley Auto Supply Spl. from San Francisco. Blown Dodge V8 power was adequate for new "C" Roadster record of 181.773 after car qualified at 184.04 mph.



Sanchez' Stude, a Bonneville regular, turned 210.40 one-way this year powered by Jim Kamboor's 448" Chrysler which runs special aluminum heads visible above. Car set "D" Coupe record with new average of 184.479 mph with Gary Cagle driving.

RIGHT • Karol Miller returned with his famed gasser; ran "B" Class OHV Merc with Latham Blower to break his own '57 record set with big "C" sized mill. **BELOW** • Summers' Bros. "D" Modified Roadster ran 302" supercharged Chrysler to set a new record at 221.062; turned one run at 227.12 for all-time roadster high speed. **BELOW, RIGHT** • Howie Eichenhoffer drove the Brissette Bros. & Eichenhoffer "E" Lakester to a new high for open-wheeled cars: 244.89. Car set record in '57.



NEW BONNEVILLE NATIONAL RECORDS

(asterisks (*) indicate supercharged engine)

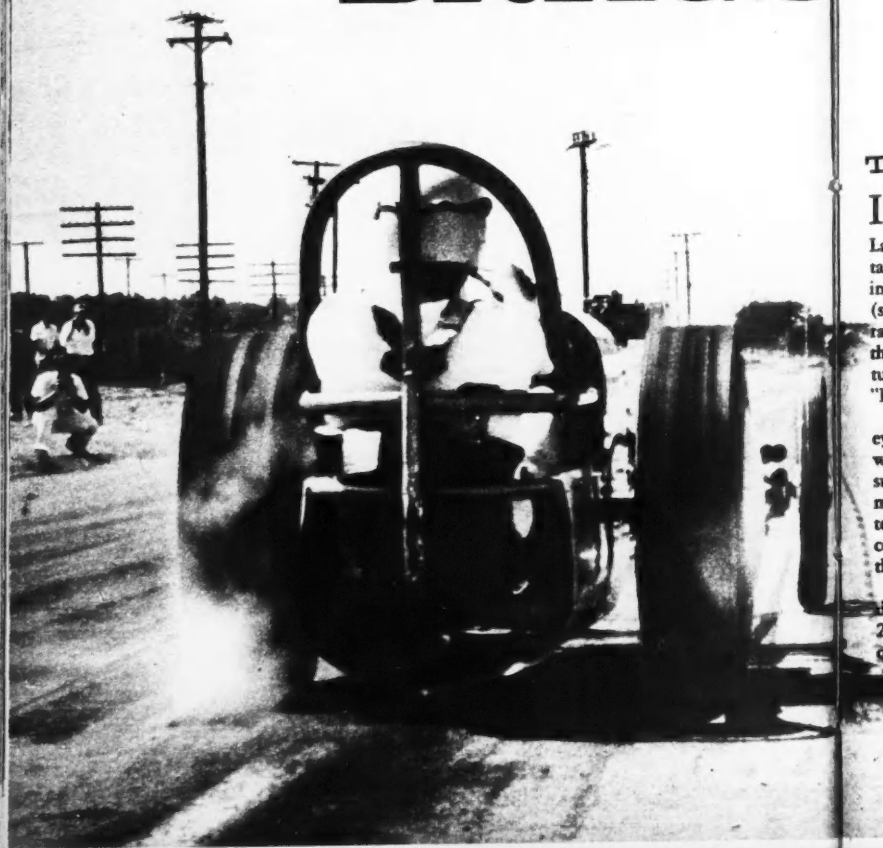
Class	Entry	Engine	Size	Speed
"C" ROADSTER	Valley Auto Supply Spl. San Francisco, Calif.	Dodge	258*	181.773
"D" ROADSTER	Waters, Suphrue, Edwards and Smith Bakersfield, Calif.	DeSoto	292*	209.249
"C" MODIFIED ROADSTER	Cobbs Freudiger Engineering Spl. Santa Monica, Calif.	Chev	258*	214.959
"D" MODIFIED ROADSTER	Summers Brothers, Pomona, Calif.	Chrysler	302*	221.062
"D" COUPE	Kamboor, Sanchez, Anson Spl. Los Angeles, Calif.	Chrysler	448	184.479
"E" COMPETITION COUPE	Callaway & Warobieff Palmdale, Calif.	Chrysler	331*	201.58
"A" LAKESTER	Baldwin, Semmerfeld & Williams Burbank, Calif.	Ford	176	162.866
"B" LAKESTER	Tom Beatty Automotive Engineering Burbank, Calif.	Olds	303*	232.987
"E" STREAMLINER	Thompson & Veigt, Bell, Calif.	Chry. (2)	850	266.866
"C" ROADSTER (GAS)	Low Bingham, La Jolla, Calif.	Olds	303	150.676
"C" COUPE (GAS)	Karol Miller, Houston, Texas	Merc	259*	151.997
"D" COUPE (GAS)	Lewis Ashby, Odessa, Texas	Buick	364	147.904
"E" COUPE (GAS)	Norm Thatcher, Van Nuys, Calif.	Chrysler	444	156.387

(all above times are averages of two timed runs in opposite directions)

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CHAMPIONSHIP



Text & Photos by Bob Pendergast

IF THERE WAS ever any doubt in anyone's mind about the NHRA's all-gas National Championship Drags being the hot rod event of the year, it was dispelled over this past Labor Day week-end. Commencing the preceding Thursday, hot rod type people, both spectators and participants, began entering Oklahoma City (the event's site for the second year) in an apparently never ending stream. Before the sun set the following Monday, 500 hot rods (sorry, no cycles or stockers) had competed in what is indubitably the world series of drag racing. This half-thousand strong aggregation of American Ingenuity was operated by several thousand enthusiastic hot rodders from all walks of life, fulfilling their positions as drivers, tuners, mechanics, and even crewmen who might have little to say about their duties other than "I just push".

The performances extracted from these machines were watched by a total of 140,000 eyes during the four-day event's running. Undoubtedly the largest crowd ever assembled to watch a strictly amateur sporting event, the throng was awed by exhibitions of resourcefulness such as Art Arfon's "Green Monster" dragster, which set the top speed of the meet at 156.25 mph, and the fantastically quick Cyr & Hopper #215 dragster (one of two entered by this team) that annexed Best Elapsed Time honors with a run that required only 9.56 seconds to cover the quarter-mile from a standing start. Cyr & Hopper achieved prominence again when they later became Top Eliminators with their "second string" car!

Proof-positive of hot rodders' ability was furnished in all classes of competition, both during the eliminations conducted Sunday and in the record attempts held Monday. Out of 24 classes of competition offered to hot rods, 18 had new records established before the end of the day—a fitting note on which to end the fourth annual National Drags.

CONTINUED



Art Arfons of Akron, Ohio, captured top time of meet at 156.25 mph with "Green Monster" #11. Powered by a Rolls-Royce aircraft engine, car's performance won it the "A" Dragster top time award trophy presented by the Eastern Carolina Drivers Association.



Cyr & Hopper team from Escondido, Calif., entered two cars, primarily in an attempt to sell the oldest of the two; the new one (see page 46-47) was eliminated, however, and "old reliable" went on to win Top Eliminator with an E.T. of 10.04 on final run.

Wayne Mertens, left accepts the Car Craft Sportsmanship Trophy from NHRA Field Director Tex Smith on behalf of his club, the Belleville (Illinois) Gear Jammers, who gave up running their cars in competition in order to become invaluable event personnel.





To the victor go the spoils — Mr. Eliminator Ted Cyr has just accepted Champion Spark Plug Trophy from Carole Shipman, and is being presented with keys to the brand new Chevrolet by Sam Steed, representing Maremont Automotive Products, truck's donor.



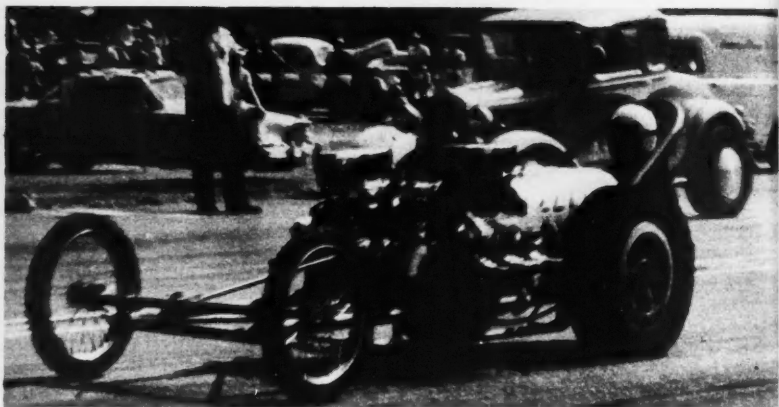
Two of kind — Dodge V8 powered Deuces battle it out for "C" Altered Class supremacy. On the left: Billie Rasmussen, of Fort Worth, who repeated his '57 win by turning 106.88 in 13.11 seconds to win out over worthy opponent John Sauer, of San Bernardino, Calif.



Street roadsters were represented by a strong turn-out for two classes offered at the nationals. Here two of the "B" Class challengers who were eliminated later battle it out during one of preliminary elimination rounds.

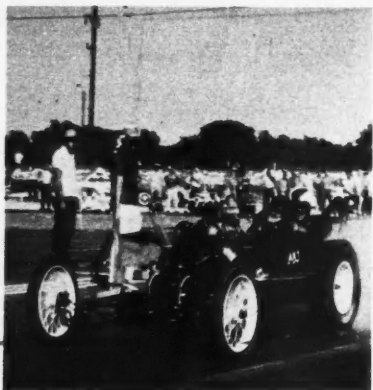


NATIONALS



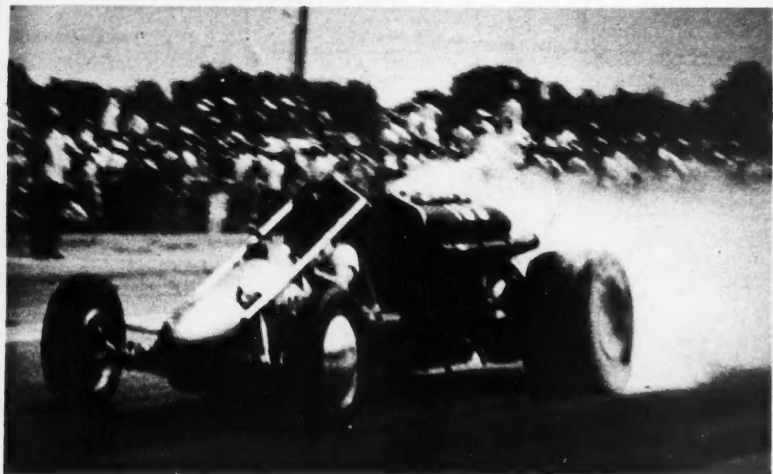
One of meet's major threats until sidelined with broken axle was Howard Johansen's twin-Chev dragster. Ingenious arrangement has engines tilted, one reversed, with power taken through gears to one clutch and pinion, thus minimizing drive-line power losses.

Brother of famed pro tennis star and avid rodder Pancho Gonzales, Ralph Gonzales went far into eliminations with blown Cad powered dragster before being done under.



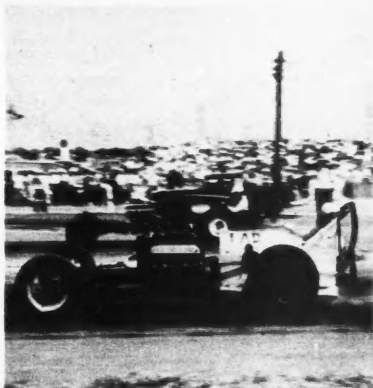


Cyr & Hopper's hopes had been pinned on entry at immediate left, until starting line broadside incident shown here gave Jay Cheatham victory. Cyr-Hopper combo then concentrated on "For Sale" car, eventually won meet! Cheatham, Sunnyvale Calif., was later eliminated by other Cyr-Hopper car.



Aircraft-engined dragsters performed like never before, getting off the line really well. Pendleton, Eskilin, Snyder, Auer and Nimitz Allison-engined monster shows how.

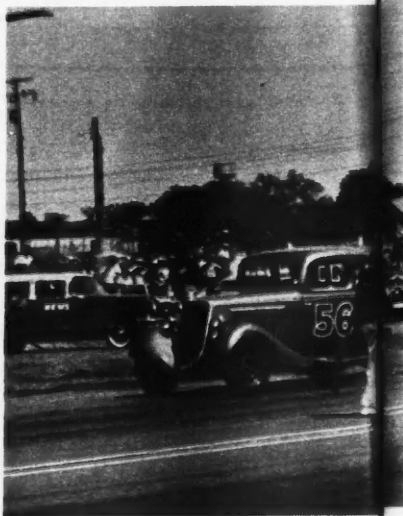
Defending Champion Buddy Sampson, of Phoenix, Ariz., piloted Garnard & Steinegger dragster. Ultra-light car was powered by GMC-blown Buick V8, had double-tube truss frame; cycle-style spoke front wheels.

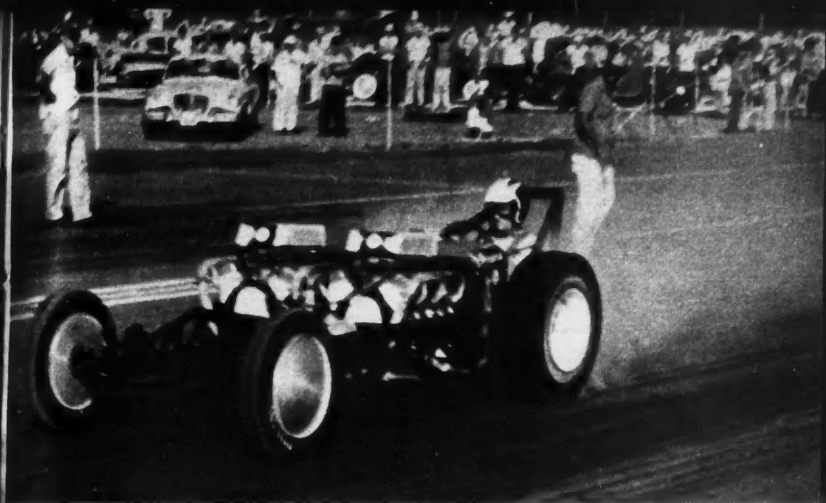


NATIONALS



One of the most popular changes in program this year was the addition of a "Little Eliminator" award in the form of a Trophy posted by Coca-Cola. Contestants eligible were winners of "A", "B", "C", "D", and "E" Gas Coupe/Sedan Classes. Winner, Jr. Thompson, blown-Chev powered Stude.





As interesting as they come, technically so, was Jack Moss' "2-Much" twin-engined entry. A different approach to the situation than reflected in Howard's car, Moss chose to duplicate driveline components all the way in the search for added reliability. Twin Chev V8 engines drive through dual flywheels, clutches, and rear-end center sections powering a common rear axle shaft. Jay Cheatham's Olds downed Jack early in eliminations.

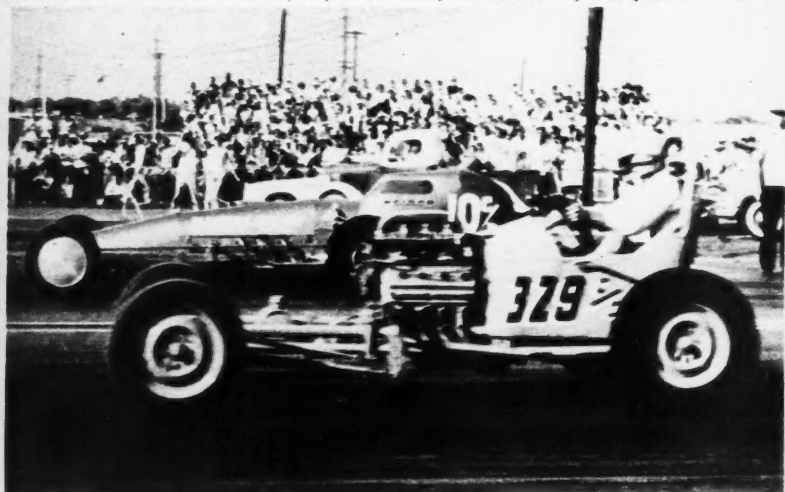


NATIONALS



Big four-barrel contingent had a ball in "X" Class, eventually won by Dr. M. L. Leahy (right) of Wichita Falls, Tex. Runner-up was Merryman Club entry from Long Beach, Calif. Speed was 99 flat, with 13.77 sec. E.T. Both cars ran OHV converted Model "B" Fords.

Repeat "C" Dragster winner from '57 meet was Masters' Dragliner, still Chevy powered. Dragliner, farthest from camera here, had the Berkshire Beetle's DeSoto to contend with on run shown. Walter Markert, Jr., of Amherst, Massachusetts, was pilot of "Beetle".



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ACCESSORY OF THE MONTH

NEW IN ORNAMENTAL ACCESSORIES

easy bolt-on
"spots" are
priced right

ONE OF THE important items that custom enthusiasts usually "top off" their cars with, are dual spotlights. In most cases they are strictly for appearance and seldom, if ever, are they put to use. The cost for a pair of spotlights is usually around \$60.00, with another \$10.00 for installation charge. Recently however, "Dummy" spotlights were introduced on the automotive market. They are designed after the popular "Appleton" spotlights, which are no longer available, and are just the thing for the person who wants the added beauty of dual spots without the prohibitive cost and trouble of installing them. Another advantage of the "Dummy" spots is that they are easily installed on any car in less than a half hours time, whereas, many spotlights can not be made to fit on late model cars with "wrap around" windshields. The only tools necessary for the installation are a drill and a screwdriver. They may be mounted anywhere the owner desires, such as on the windshield post on early models or on the windshield molding of late models. The lead photos show you an example of both types of installations. Price for a pair of the "Dummy" spots is \$27.95. They are available from California Custom Accessories, 1807 West 65th St., Los Angeles 47, Calif.

Photos by George Barris



BOLT-ON "SPOTS"



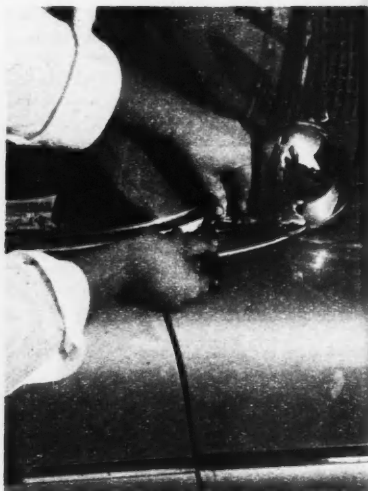
1. First step is to determine where spotlights are to be mounted and mark position.



2. Due to the various curvatures on different cars, the bracket may require filing.



3. Mark area to be filed, shown in previous photo, then file bracket to match curvature.



4. After filing is completed, place spotlight in position and mark attachment holes.



5. Next, center punch points just marked, to provide an accurate guide for drilling holes.



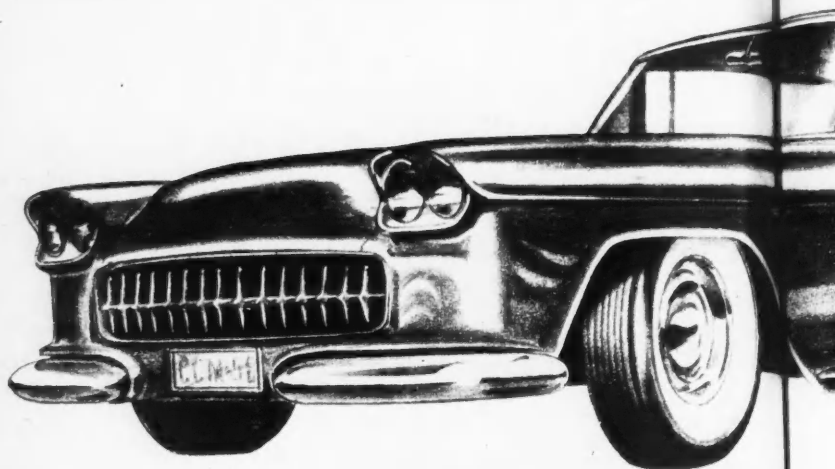
6. Select a bit the same size as attachment screws and drill holes through the moulding.



7. Fit rubber gasket, which is included in kit, to mounting bracket and insert screws.



8. Final step is to tighten down the spotlight. Finished job looks like "real thing."



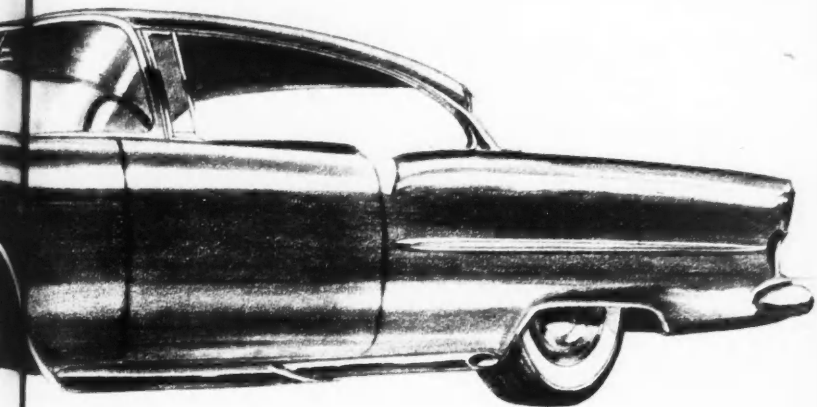
BAILON'S CUSTOM SHOP



Joe Bailon

RESTYLES

THE '55 CHEVROLET



ILLUSTRATIONS BY DICK COLLIER



IF A POLL WERE ever taken to determine the most popular model Chevrolet built, there would probably be an overwhelming majority of the votes cast in favor of the year 1955. The fact that an all-time sales record was produced for that year is ample proof of the public's acceptance and the customizers were also quick to recognize the trend and jumped on the band wagon for the Chev due to its restyling potentiality. Because of this point, an increasing amount of customized "five-fives" have appeared on the custom scene. With these facts in mind, we feel safe in saying that the 1955 Chevrolet probably leads the way for the Chevy line when "custom bait" is sought.

This month we followed through with the above hypothesis and asked Joe Bailon, our guest customizer of the month, to produce a restyle job on a '55 Chevy that gives a subdued effect and blends perfectly with the natural lines of the body.

As you can see, the custom work is not radical, nor is it mild. It is a pleasant combining of components, lending a custom atmosphere, while all the time retaining the stock feeling about it brought on because of the subtle changes. Operating within a mythical \$1000 budget, Joe has come up with an attractive and distinctive restyled automobile that anyone would be proud of, without resorting to drastic torch work.

BODY MODIFICATIONS

As is usually the first step in customizing a car, all of the chrome trim was removed and given to the local junk dealer, except for the side piece which was left in its standard position. The small portion which leads down to the horizontal strip was removed, leaving only the chrome segment which runs parallel with the car's lines.

A moderate lowering job of four-inches all the way around gives a longer look to car.

FRONTAL CHANGES

First, to update the car a little, Joe felt that quad headlights were in order, so he installed '58 Chrysler lights. This job required reworking the headlight rims and installation position on the front fenders. The lights are

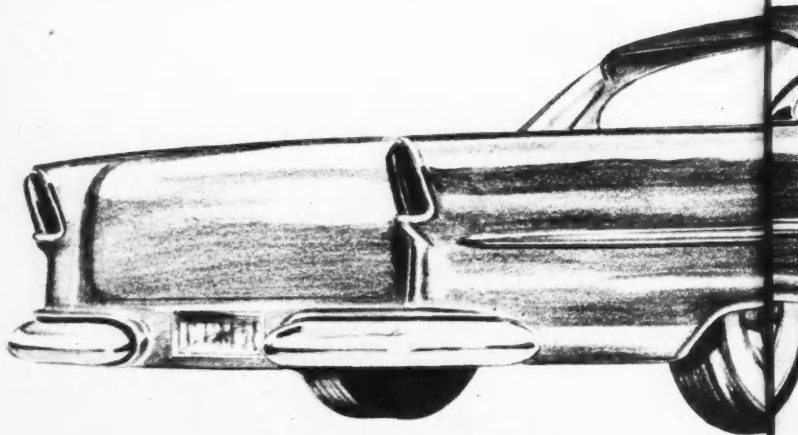
hooded and have a slight lip protruding beneath the units to balance the metal shades above. Hood trim was given the "deep air" to keep it from distracting from the other modifications.

A natural for the Chevrolet is the "sharp tooth" Corvette grille. Joe added extra teeth to the center bar to further carry out the theme. Directly beneath the "hot one's" grille cavity is a frenched-in Pontiac split bumper. Pirated from a '55 model, the Pontiac bumper provides the Chevy with protection from careless drivers and also gives a very neat custom appearance to the front portion of the car.

REAR ASPECT

Chrome once again was removed, this time from the deck lid. Chevy's stock taillight housing is a perfect setting for the lenses from

RESTYLING THE '55 CHEVROLET



a '55 Buick. They can be easily installed with minor reworking of the components. The rear bumper choice for Bailon was the '55 Pontiac front bumper, frenched to rear body pan. This balances the overall styling of the Chevrolet.

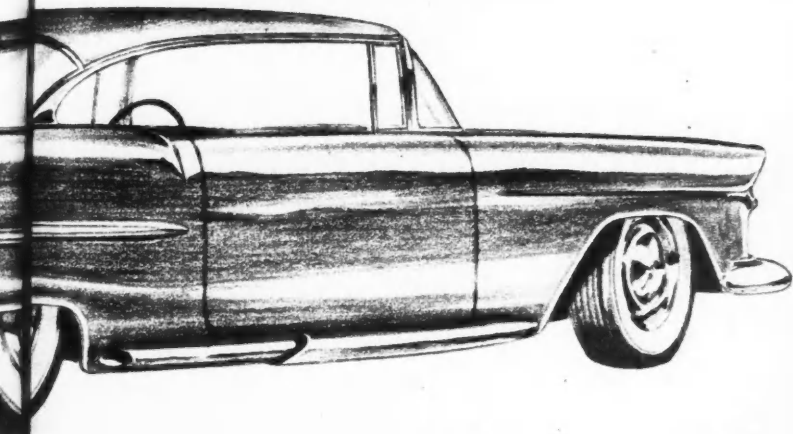
DETAIL

Those little things that add so much, amount to reversing and chroming the wheels, and an installation of lakes plugs. Paint for this month's car is obviously a one-color job, with the selection left up to the owner. If the choice were left to Bailon, he would undoubtedly paint it "Candy Apple Red."

There you have it. Joe Bailon, one of the nation's more talented customizers has transformed a 1955 Chevy into a restyled car while working with a cost limit of a grand.

PARTS AND PRICE LIST

	Labor	Parts
Lowering	\$ 40.00	\$ 6.00
Install quad lights	170.00	50.00
Shave hood and deck lid	50.00	
Shave doors and side trim	15.00	
French bumpers	180.00	50.00
Reverse and chrome wheels	90.00	
Install taillights	5.00	6.00
Install drag pipes	40.00	
Install Corvette grille	65.00	50.00
Paint (complete)	180.00	
	835.00	162.00
	162.00	
TOTAL	\$997.00	





MEET THE "HALFS"

*New scaled down midget
speedsters provide racing thrills
for both young and old*



Photo by P. O'Brien, Walling, Hall

By Dick Day

ANYONE WHO HAS ever had the urge to dive into tight corners, fight a full locked broadside, then charge full speed down a straightaway, can find these classic racing thrills in a new miniature race car called the 1/2 Midget. Following closely on the heels of the popular youthful sport of quarter midget racing and go-kart activity comes a truly new competitive sport for the whole family. When we say "family" we mean just that, for half midgets are designed for dad as well as junior or sister — and even mom can get into the act if she wishes the adventures of true race car handling. Pioneered by amiable Bill Moss, of Moss Engineering of quarter midget fame, the speedsters have already established their potential as America's fastest growing amateur racing activity by sweeping sports minded Southern California as one of the most versatile events of its kind ever developed. With several tracks now in full operation and a newly formed International Half Midget Association for unity — predictions have it that the "halfs" have nothing left to do but grow with unanimous acceptance.

Best description of a 1/2 midget is to point out that in comparison they are basically an advanced stage of the popular quarter midget race car. Stretched out to a wheelbase of 50 inches to a 55 inch maximum and an 85 inch overall body length, the car's slightly enlarged size will accommodate adults as well as the younger generation with adequate comfort and maneuverability. Punch for the small bombs come in two sizes featuring both two-cycle and four-cycle powerplants. Two-cycle engines are allowed an approximate eight cubic inch displacement, while four-cycle cubic inch rating is established at a ten inch maximum. No overhead valve engines are allowed. Wheel sizes call for 14 inch tires at the rear, while up front a minimum of 12 to 14 inch maximum wheels may be employed. All the safeguards of professional racing are incorporated into the car specifications; roll bars are mandatory in younger age groups, brakes must be positive, ignition switches of "on" or "off" design featured, all metal firewall must be fitted between engine room and cockpit, chain drives and sprockets require full covering, adequate safety belts must be installed, and of course all drivers must wear protective head gear and clothing.

The classification of racing divisions set down by the International Half Midget Association are especially universal in a family sense. Starting with the youngest group, par-

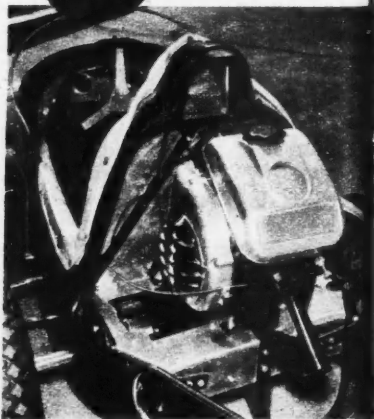
CONTINUED

MEET THE HALFS



The Aldrich family of Pomona, California, illustrate the family participation derived with new "half" midget racing. Aldrich senior gives his wife, Jeanette, last minute speed secrets before their sons, Willis and Dick, who also chauffeur the family's Moss midget, push her out for qualifying laps. Aldrich's compete with their one-family car every weekend at Pomona's half midget oval. Tune up and maintenance is capably handled by the male side of the family.

Popular two-cycle powerplant employed by many car owners is McCulloch model "77" portable chain saw engine. The two-stroke features a hand recoil starter and centrifugal clutch which eliminates push starts. Engine possesses 7.7 cubic inches.



Participants that range between the ages of 12 to 16 years are known as division "A". The next classification is "AA" which is comprised of drivers from the eager ages of 16 to 21. Male adults and parents take over from here on in with twenty-one and over making up division "AAA". Distaff only is the lady's "AAAA" division for women over the twenty-one year mark. "A" and "AA" classifications are open to both male and female participants. In half midget competition it's not uncommon at all to see one family and all its members participating with only one family-owned racer in each of their respective divisions. How domestic can an amateur racing activity get?

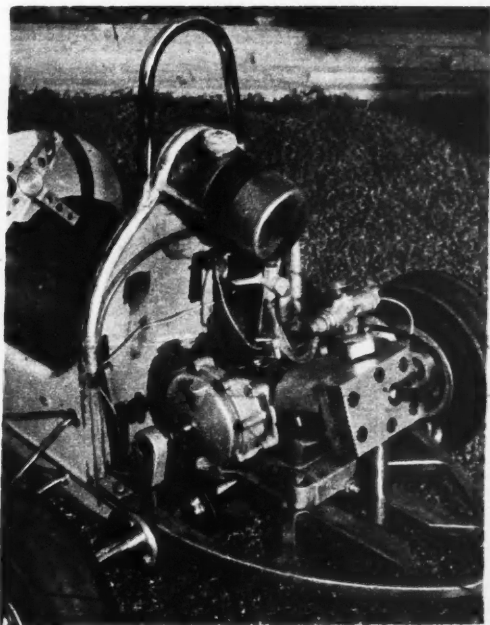
IHMA's specified track size is a $\frac{1}{8}$ th of a mile oval which possesses enough potency in length to send the small speedsters down the twenty-to-eighty foot straightaways at speeds up to thirty miles per hour. Do not confuse the track specifications with that of quarter midget racing. Holding a true $\frac{1}{8}$ th of a mile only at the pole, the half midget tracks are considerably wider in both turns and straightways. The beauty and advantages of this

particular track size are many. The size restricts unlimited speeds which, if condoned, would eventually transpose half midgets into a hazardous sport for professionals only. Although track size may seem small, speeds and acceleration of the cars prove a handful for the most experienced lead-foots. Due to the mutual relationship in track size concerning both half and quarter midget activity it's not hard to conceive that a half midget association and a similar quarter midget association at the same locale could easily be affiliated for combined efforts. This alone would lighten the load of track expenses and maintenance problems. And running off respective events on different dates poses no foreseen problems or conflicts. Much to the surprise of a few veteran quarter midget groups who have fought the halves since inception due to their similarity, have now found that both classifications are compatible to every degree and united, they bolster unlimited support for both respective amateur sports.

Manufacturing of half midget race cars, speed equipment, etc., is already in full swing.

CONTINUED

Most widely used four-cycle engine in use at present time is the AUB5R Continental three horse flathead. Popularity stems from proven quarter midget action and the abundance of speed equipment currently being manufactured. IHMA's rules allow any open fuel mixtures. Small midgets hit 35 mph in straights.





MEET THE HALFS

The one-twentieth of a mile oval gives out with a thrill every lap as the "halfs" drive through the tight corners. Jack Slaney of Long Beach, California, driving a "Spider" leads this eager group of class "A" drivers (ages 12-16) off back straightaway.

Kits in current production and now available are illustrated in this feature. Many more are on the designing boards of alert manufacturers and are soon scheduled for show room floors. Quality is the theme; lightweight chassis design, torsion bar suspension systems, rack and pinion steering of adjustable steering ratios, beautifully scaled, heavy laminated fiberglass bodies of special custom colors, and attractively durable interiors are just a few of the construction features of the race-bred cars.

Equal to other well-aimed amateur automotive racing activities, the half midget sport encompasses all the necessary ingredients for longevity. A blend of basic mechanics and intelligent driver training for the younger generation is a well-founded combination. Add sportsmanship and family participation — and you have the true trademark of the "halfs".

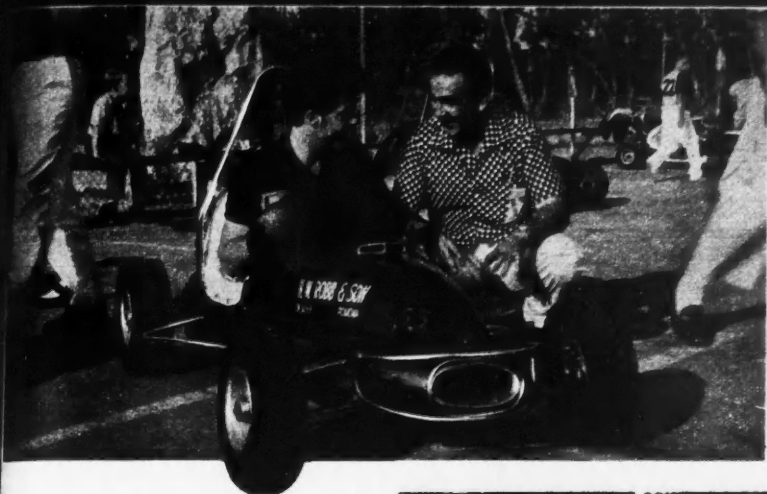
Editor's Note:

Listed below you will find IHMA's car specifications, engine requirements and restrictions, divisions, etc. For further information concerning general rules, race procedures, we suggest you contact the International Half Midget Association direct. Write: Donald Risner, President, International Half Midget Association, 1526 North Ivar, Hollywood 28, California.

CAR SPECIFICATIONS:

Wheelbase: 55" maximum center to center, 50 inch minimum center to center. Length:

85" maximum, overall, bumper to bumper. Width: 35" maximum, center to center, 33" minimum, center to center. Ground Clearance: 3" maximum at highest point of belly pan. Height: 30" maximum, not including roll bar. Wheel Sizes: maximum 14" to 12" from maximum and minimum 14" rear. Gear Ratio: optional. Steering: direct, rack and pinion, gear box (no cables). Frame: all metal. Firewall: all metal, placed between driver and engine, minimum standard, .032 steel, .05 aluminum. Ignition Switch: on-off toggle switch required on left side of car in easy reach of driver. Drive: only one wheel shall be allowed to drive car (class "AAA" and "AAAA" optional). Brake: minimum of one (1) wheel brake required. Bumpers: front and rear bumpers are required. Bumpers must be strong enough to permit the use of a push car and shall be placed so that there is a 1' minimum mating area. Bumpers should be constructed in such a manner as to prevent locking with other cars. Roll Bars: mandatory for class "A" and "AA". Optional for class "AAA" and "AAAA". Roll bars are to be made of 1/2" round solid stock as a minimum standard. If 1/8" tube is used, wall must be 1/8" minimum. It shall be anchored secured to frame, not to car body. Roll bar height shall be 1" above driver's helmet with driver in driving position. Chains: all chains and sprockets must be covered with a protective metal shell, or so placed so as not to expose

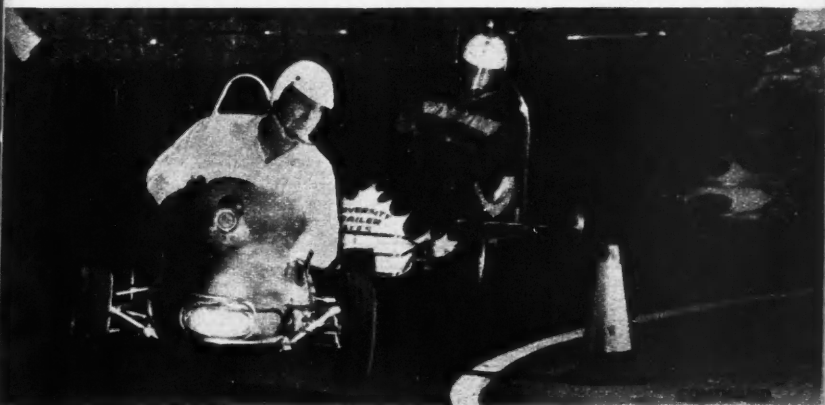


TV celebrity and popular recording star, Ricky Nelson, and Don Risner, president of IHMA, get caught up on a little bench racing in pits. Nelson is a match for any of the local lead-foots in his "AA" class. Brother Dave also competes regularly keeping things in true "Nelson family style."

Three-man racing stable, Barry Schroeder, Ed Koster, Buster Vernard, are handlers for DMC's sponsored midget. Each competes in his own respective classification, but with the same car. Many other co-owned half midgets are built, maintained and driven under a similar partnership plan.



Half midgets are not just a young man's sport. When dad thinks he can do a better job at handling than junior all he has to do is slide into the cockpit and prove it—if he can? Many find that there is much more to it than just "stabbing and steering."



MEET THE HALFS



Distaff chauffeurs are not to be taken lightly, especially in the A. J. Swanson family where lissome Allene Swanson leads both her two brothers in competition wins for season. Famed shock absorber specialist, Al Swanson senior just recently opened new half midsize "headquarters" specializing in speed equipment and accessories for miniature speedsters.

Speaking of the female gender, two of the lady drivers really duel it out down the straightaway. A full racing program consisting of trophy dashes, heat races, semi-and main events are featured for all four race divisions during one evening's event.

Racing is racing in anybody's language — and with the "halfs" it is no different. They furnish all the thrills found in professional competition — only in safe manner.



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CAR CHA CEMENT

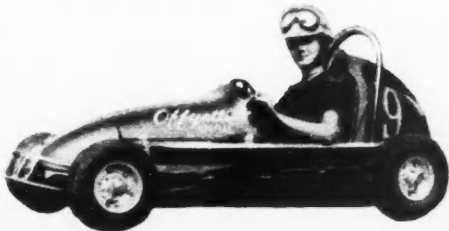
over or handler. Safety Belt: all cars must be equipped with web-type safety belt featuring a quick release buckle. Belt must be anchored securely to frame of car. Drivers will wear them at all times while on track. Side Panels: all car bodies must adequately protect drivers, especially areas surrounding cockpit. Appearance: all cars must possess neat appearance and be safely constructed. Nerfing Bars: all cars are required to have nerfing bars to ensure maximum safety to car and drivers and other participants. Nerf bars must be placed center or below axle. Must not extend outside of tire. Exhaust: each car, regardless of type, must be equipped with an exhaust device installed in such a manner as to direct exhaust gasses out of the body and away from the driver, fuel tank and tires. Safety: cars can be safer than recommended specifications. Identification Marks: each car must be neatly painted and have their proper number

plainly visible on both sides of body. Numbers shall be at least 5" in height. Car Tags: each car shall be fitted with a IHMA car tag once they are approved by technical committee. Tags are not transferable. Weight: all cars must weigh at least 200 lbs. minimum.

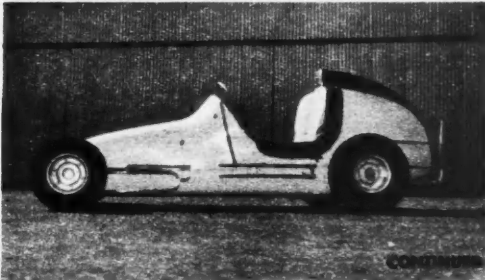
ENGINE SPECIFICATIONS:

Engine size: two-cycle, 7.7 cubic inch displacement, .030 overbore for cleanup. No changes in manufacturer's stock engine allowed. Four-cycle, 10.82 cubic inch displacement, .030 overbore for cleanup. No overhead valve engines permitted. No stroking allowed. Manufactured engines only. Foreign Engines: any other than American made engines, or manufactured engines, must be approved by IHMA technical committee. Fuel: open. Fuel Lines: fuel lines must be of automotive type fittings or positive type clamps. Solid fuel lines are not permitted.

family season midgets. "Offyette" half midget, built by Arc-Douglas, features fiberglass body, transversed spring suspension forward, torsion bar rear suspension, adjustable friction-type shocks, rack and pinion steering, positive hydraulic brakes, Naugahyde upholstery. Complete with engine, paint, accessories, ready to go — \$549. Other models available. Write: Arc-Douglas, 18-cc Genevieve Place, Great Neck, New York.

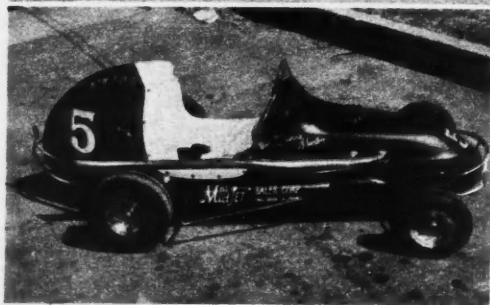
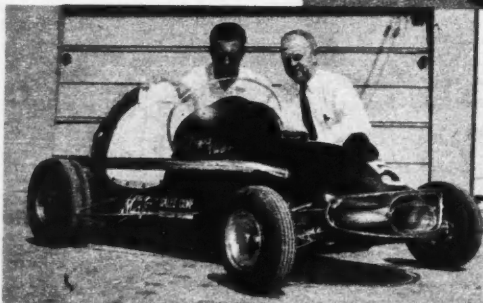


John McCarry (left), manufacturer of the Wahlborg half midget, looks over the car's construction with production manager, Bill Grant (right). All-fiberglass body is featured, torsion bar rear suspension, 3 HP Continental engine, steel channel frame, padded and pleated upholstery, external parts chromed and choice of color. Complete, car sells for \$550.00; in kit form \$25.00. Financing available. Write: Wahlborg Engineering Company, Box 1277-cc Waltheria Station, Torrance, California.

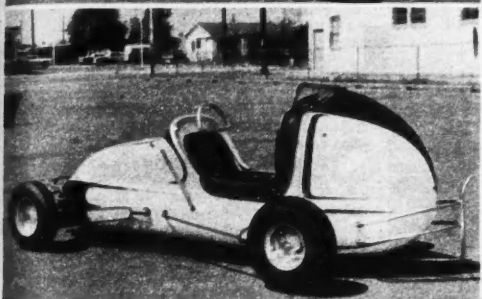
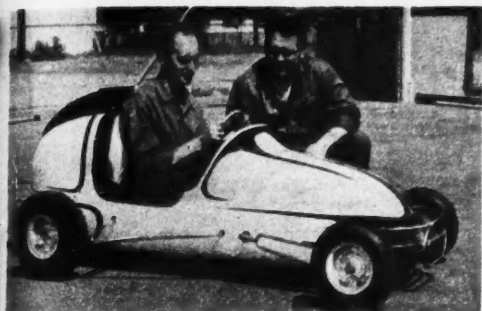


MEET THE HALFS

All steel frame construction and a three-piece fiberglass body with removable tail section are a few of the features built into the "Spittfire" half midget. Up front suspension system is semi-elliptical type; steering design direct. Exterior components are all chrome plated; body comes two-tone painted. Brakes are hand operated only. With 3 HP Continental engine car's price complete is \$595; less engine price is \$520. For information write: Danco Car Co., 9606-cc E. Valley Blvd., Rosemead, Cal.

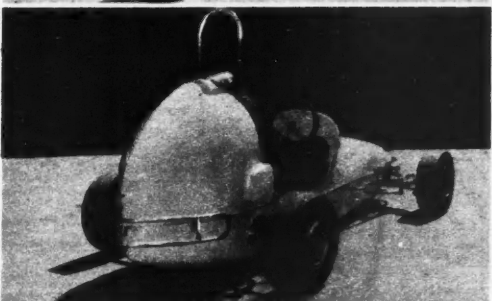


Bill Moss (right) a pioneer of half midget racing and Chud Knapp, General Manager, point up unique features of the Moss "MidJet." Sleek speedster comes with choice of powerplants — 2 cycle McCulloch engine runs car up to \$841. Equipped with 3 HP Continental, price is \$595. Car sells for \$535 less engine. Body is glass, individual A-arms up front with torsion bar control rack and pinion steering, Navy gahyde upholstery. Write: Moss Engineering, 374-cc E. Beach Avenue, Inglewood, California



Lloyd Corbin tries out the cockpit of his new designed Mantz 1/2 midget with assistance from plant supt., Bud Baker. With 3 HP Continental engine installed car sells for \$575; other engines available upon request. Price less engine is \$525. Torsion bar suspension is featured, brake is hand/foot operated, upholstery Naugahyde. Exterior parts are chrome plated with body painted two-tone lacquer. Fiberglass bodies may be ordered — \$85. Write: Mantz Midgets, 6359-cc Florence Ave., Bell Garden, Cal.

John DeLong and Joe Alziebler of DMC demonstrate adjustable roll bar design of their production half midget. Priced at \$695 complete, car features fiberglass body supported by combination steel and cast extruded frame. Front suspension is of transverse type, rack and pinion steering, internal expansion brakes are adapted at rear. Engine is 3 HP Continental. Cockpit upholstery is durable Naugahyde. For further information concerning kits, etc., write: DMC, 12019-cc Vose Street, North Hollywood, Calif.



make
it
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every
month!



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CAR CRAFT

WHAT'S YOUR PROBLEM?



By **Don Francisco**

MONEY PROBLEMS

Dear Don:

I have a 1939 Pontiac six coupe. I am planning to install a 1955 Chevy V8 engine. What would be the best and most inexpensive transmission and rear end to use? Would an adaptor be needed?

I'm a member of a newly formed car club "The Rough Riders." At the present we have seven members.

— *Bill Wheeler*
Wadesboro, No. Carolina

The best transmission and rear end for an engine swap job are seldom the least expensive. The least expensive transmission for a 1955 Chevrolet V8 would be a Chevy V8 stick-shift box. An adaptor wouldn't be needed and a stock Chevy flywheel and clutch could be used.

The stock Pontiac rear end assembly, if it is in good condition, would be entirely adequate for the new engine. It might need higher ratio gears for best performance.

Chevy V8 engines operate on twelve volts. This will create problems in your six-volt chassis. Read the article on this subject in the June, '57, issue of Car Craft.

EASY SWAP

Dear Don:

I recently bought a '56 Ford Customline that has a standard transmission and a very tired 272 cubic inch V8. As you know, this engine lacks quite a bit in the performance department, and I wonder what would be the difficulties of installing a '57 Ford or Merc power plant. At present the engine needs rings so the price of modifying it would be high indeed.

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WHAT'S YOUR PROBLEM? continued

Would the present engine mounts fit either of the bigger engines? What about the transmission; would I need an adaptor? And last, what are your views on buying a used engine out of a wreck.

— Bill Mock
Midland, Texas

A '57 Ford or Mercury engine would be completely interchangeable with the engine in your '56 Ford. One of the 312 cubic inch engines should be used to take full advantage of the maximum possible performance gain. Engine mounts of the '56 would bolt to the '57 without difficulty and the '56 transmission, flywheel housing, flywheel, and clutch assembly could be used without alterations.

Buying an engine out of a wrecked car is risky unless the history of the car the engine was in is known. An engine bought from such a source might possibly be in as poor condition as the one now in your car. I suggest you read the article on this subject in the February, 1957, issue of Car Craft.

MANUAL-CHANGE COGS FOR BUICK

Dear Don:

I have a '58 Buick Century engine which I plan to put in a '53 Ford. What are the possible stick-shift transmissions I can use and what adaptors would be necessary?

— Dick Mytych
Rochester, N.Y.

Cook Machine Works, 4845 Telegraph Rd., Los Angeles, Calif., makes an adaptor (\$69.00) that will connect a '58 Buick engine to a '53 Ford transmission. A stock Buick stick-shift flywheel, drilled for an 11-inch Ford truck pressure plate assembly, is used with a Borg-Warner #710 clutch disc. The clutch disc must be modified by shortening its hub on its flywheel side $\frac{3}{32}$ -inch.

It would be possible to use a Cad-La Salle transmission but this would require the installation of two adaptors between the engine and the transmission. One of these, which would be designed to connect the Buick engine to an early Ford transmission, would cost about \$55.75, and the other, which would be installed between the first adaptor and the transmission, would cost about \$59.50. Then, 1948 or earlier Ford throwout linkage would have to be installed in the second adaptor and the transmission would have to be adapted to the driveshaft.

STRANGE RECOMMENDATION

Dear Don:

I have a '47 Ford sedan. Recently I installed a '53 Ford engine in it, not that I thought

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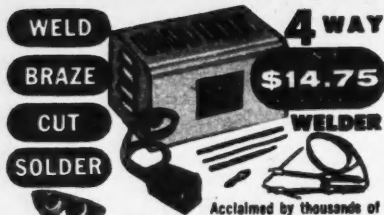
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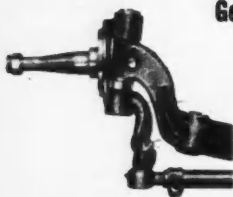
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WHAT'S YOUR PROBLEM? continued

it would make it much faster but because my
original engine went bad and I had the op-
portunity to get the '53 engine and an adaptor
in order to use my original trans. Now I have
decided to "soup" the old flathead some and
everybody has been telling me to get a '39
Ford rear-end and transmission. People tell me
I could use the '39 gearbox and rear-end with-
out having any special adaptors. They say the
transmission will "hook up" to the mill by
using the same adaptor I used for the '47
gearbox. Will it?

—Wayne Hornsby
East Tallassee, Alabama

There wouldn't be any advantage to installing a
'39 transmission and rear end assembly in a
'47 Ford. Gear ratios available for '39 rear ends
are also available for '47 rear ends and trans-
mission gears that will fit '39 gear boxes will
also fit '47 boxes.

The only possible advantage that a '39 trans-
mission might provide in a car that is to be used
for drag racing would be its floor shift. If this
is the reason for the change, a '39 transmission
could be installed in place of the '47 trans-
mission. It would interchange with the '47 box
without any alterations to the engine or drive-
shaft.

OVER-GEARED DRAGGER

Dear Don:

I have a '57 Chevrolet Sport Coupe. It has
been bored .125-inch, stroked .375-inch, and
has a McGurk camshaft and valve springs.
Carburetion is by three Stromberg carburetors
on an Edelbrock manifold. I have a Spalding
"Flamethrower" igniter.

After doing all these things to the engine,
the car runs only 88 mph on a quarter-mile
drag strip. It has a stick-shift transmission
and 3.55 to 1 rear end gears. What should I
do to get a higher top speed on the strip?

—Joe McNulty
Chicago, Illinois

For dragging, your car needs a lower final drive
ratio that will let its engine turn at least 6000
rpm at the end of a quarter-mile. If your engine
is correctly tuned so that it can develop the
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the modifications you have made to it, the car
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Max. height	30"
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Chain drive, direct	yes
Fibre glass body	yes
Wheels, Front	12"
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WHAT'S YOUR PROBLEM? continued

In a Chevrolet there are two ways of arriving at the correct gear ratio for drag racing. If the car were to be used for normal driving as well as dragging, 3.70 to 1 rear axle gears with Corvette transmission gears would be the correct setup. With these gears, dragging would be done in low and second gears only. If the car were to be used strictly for drag racing, and the engine was as healthy as it should be, 4.56 to 1 rear axle gears and stock transmission gears would do the job. If the engine wasn't as healthy as it should be, 4.89 to 1 gears would be better than the 4.56's. With either of these ratios, all dragging would be done in second and high gears.

When changing rear axle gears in Chevy it is sometimes necessary to change the ring gear carrier if a radical ratio change is to be made. This doesn't add any problem except expense to the job and the parts man from whom the gears are purchased should be able to tell you whether or not you can use your original carrier.

NEW LIFE FOR RAG TOP

Dear Don:

I have a '57 Ford convertible. What model engine from '54-'57 Chrysler do you think would be best for this car? Where can I get my adaptor and pre-fab engine mounts? I have a standard transmission which I plan to keep. Can I use my 11" clutch and pressure plate on a redrilled Chrysler flywheel? Does Chrysler make a standard shift flywheel for those models? What kind of pilot bearing should I use? I have a choice of three rear-ends: 3.10, 3.56, and 3.70. Which should I use for a good drag? Will I have any trouble with air filter, tie-rod, hood clearance, etc. My last question is, will '40 Ford spindles fit a '31 Ford axle?

—Hayden Hankins
Olson, Texas

It is nearly always advisable when making an engine swap to buy as late a model engine as possible. This is especially true if the engine is to be used in its stock form. By buying the latest engine one can afford, best advantage can be taken of the improvements automobile manufacturers make in their engines from year to year.

Between '54 and '57 Chrysler built two types of engines for their passenger cars. One of these was the original double-rocker arm shaft, hemispherical chamber engine and the other was a

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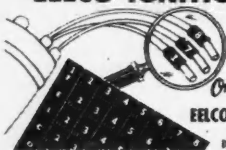
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WHAT'S YOUR PROBLEM? continued

single-shaft engine. If the engine is to be left stock, either type would be satisfactory for a swap, but if it is to be hopped-up, it would be wise to buy one of the double-shaft models.

Adapters that enable Chrysler engines to be bolted to '57 Ford transmissions are available from most speed equipment stores. Their price is approximately \$81.75. A stock Chrysler stick-shift flywheel, or a Dodge V8 truck flywheel, is used with a Ford truck 11-inch, or Chrysler 11-inch, clutch pressure plate assembly. If the Ford truck assembly is used it is necessary to re-drill the flywheel. A Borg-Warner #710 clutch disc is used with either pressure plate. These adapters are designed for '52 through '54 Ford clutch linkage and some of them move the engine's starting motor to the right side to provide steering linkage clearance. An adapter is provided with the transmission adaptor housing to enable a Ford pilot bearing to be used.

At the present time, none of the speed equipment manufacturers list ready-made mountments for this particular engine-chassis combination. Of the three rear axle ratios you mention, 3.10 to 1 would be good for cruising, 3.56 to 1 would probably be about right for maximum top speed, and 3.70 to 1 would be the best for drag use. These ratios are for a stock Chrysler engine that is limited to approximately 5000 crankshaft rpm's by its hydraulic valve lifters.

As far as clearance in the car's engine compartment and chassis for the new engine is concerned, there is no doubt that interference between the engine and some chassis and body parts will be experienced. However, corrections for these things can usually be made quite easily by either using ready-made modified parts or by reworking the parts yourself. One thing that will probably have to be moved is the engine's oil filter. This is easily done by installing a special adaptor plate on the cylinder block in place of the filter and then moving the filter to a spot where there is room for it. The filter is then connected to the plate on the block with suitable lengths of neoprene hose that has an inside diameter of at least 1/2-inch. Kits for this purpose can be purchased from speed equipment stores.

Spindles from a 1940 Ford axle can be fitted to a '31 Ford axle without too much trouble. Spindles for both axles use the same diameter kingpins but when late pins are used in an early axle the groove in them for the locking bolt is in the wrong position. A new groove must be ground in the pins in the correct position for the bolts.

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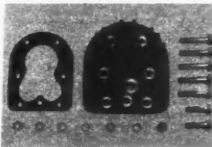
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CUSTOM QUERIES

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SEAL BEAM REMOVAL

Dear George:

I am planning to install '52 Ford headlight rings on my '51 Meteor Victoria. When the seams are filled, how do your remove the seal beam units to change them? Is it possible to take them out from the rear?

— Brian Snelgrove
Winnipeg, Manitoba

The seal beams are usually removed from the rear, as this seems to be the easiest.

SIMPLE SWAP

Dear George:

I would like to know what kind of a grille bar will fit my '57 Chev with little or no alteration. Any advice would be appreciated.

— All Habnn
Long Island, N.Y.

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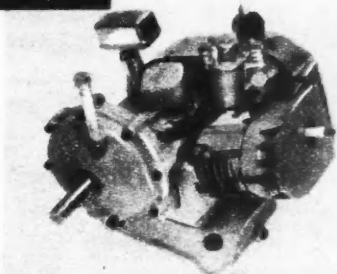
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CUSTOM QUERIES

which will fit right in your Chevy without any alterations. Price is around \$40.00 and they're a cinch to install.

PLATING PROBLEM

Dear George:

I would like to know if there is a chrome paint or plating of some kind that looks like the real thing. I want to chrome some accessories so any advice will be helpful. Your magazine is the most, keep up the good work.

— Bob Franklin,
Lexington, Ky.

Empire Merchandising Company has two sizes of replating kits available. One is \$14.95, the other is \$34.95. They are reported to be easy to use and give excellent results. They may be obtained by writing to: Empire Merchandising Co., 4 North 3rd Avenue, Dept CC, Mt. Vernon, New York.

BUMPER ADAPTATION

Dear George:

I have read your magazine for about one year and have found it very interesting and helpful in customizing my car. I have a '53 Ford Victoria.

I would like to install a '56 Ford back bumper (the one with the side exhaust tips) on my Vic. Will I have to change the bumper braces, or will I have to drill new holes so the braces will fit?

— Phil Neely,
New Albany, Ind.

To adapt this particular bumper to the rear of your Victoria, you'll have to change the bumper braces, Phil.

RARE GRILLE FOR FORD

Dear George:

I own a '53 Ford and am slowly customizing it. It is nosed and has '56 Ford trim.

What kind of grille could I put in that has never been seen on a '53 Ford? Any ideas will be very helpful.

— Doc Gaimaro,
Brooklyn, New York

It's hard to say which grille has never been used, but a fairly rare swap would be the use of a '58 Buick or Cadillac grille.

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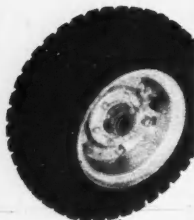
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CUSTOM QUERIES

RADICAL BUICK

Dear George:

I have been planning to make a radical custom out of a '50 Buick, and there are a few things I would like to know. First, I would like to french and hood the headlights. How can I "deep" french them without having to devise a way to remove the lights from the rear? Should I make my own rims, or are there any I can use?

Do you have any suggestions for a grille? The front end reminds me of the U.S.S. Forrestal, front view. I would appreciate any help you can give me.

— Ken Beuche,
Tacoma, Wash.

If you make your own rims, Ken, you can french your lights as deep as you want to go if you use a removable insertion. My suggestion for a grille would be to use round tubes molded to the grille cavity with chromed perforated metal as a back stop.

TAILLIGHT TROUBLE

Dear George:

I have a '48 Chevy Fleetline and would like to know what kind of taillights I can french-in? Also, what type hub cap would look good on my car? I will appreciate any help you can give me.

— Lory Wolf,
Corpus Christi, Texas

I would suggest that you use either '50 Ford lenses or '56-'58 Corvette lights, mounted sideways on your Chev. For hub caps, the popular spun aluminum discs would be nice.

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